

Rutland Historical Society

Compiled by Morris G Tucker

Reference Book 120-7

Rutland Herald snippets

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Past Commanders

E. Sir	*Moses H. Smith,	-	-	July 1867 to May 1871
	" Laurin L. Pearsons,	-	-	May 1871 to May 1879
	" *George J. Wardwell,	-	-	" 1879 to " 1880
	" Levi G. Kingsley,	-	-	" 1880 to " 1882
	" Samuel Terrill,	-	-	" 1882 to " 1884
R. E. Sir	*Will F. Lewis,	-	-	" 1884 to " 1888
E. Sir	John C. Temple,	-	-	" 1888 to " 1890
	" Edward V. Ross,	-	-	" 1890 to " 1892
	" William H. Schryver,	-	-	April 1892 to April 1894
	" Justus R. Hoadley,	-	-	" 1894 to " 1895
R. E. Sir	Jesse E. Thomson,	-	-	" 1895 to " 1898
E.	" Samuel T. Braley,	-	-	" 1898 to " 1900
	" Moses Ford,	-	-	" 1900 to " 1902
	" Thomas P. Bragg,	-	-	" 1902 to " 1903
	" William S. Terrill,	-	-	" 1903 to " 1905
	" Frank L. Clark,	-	-	" 1905 to " 1907
	" George E. Chalmers,	-	-	" 1907 to " 1908
	" Fred E. Kinsman,	-	-	" 1908 to " 1909
	" Philip H. Seaver,	-	-	" 1909 to " 1910

*Deceased.

Killington Commandery No. 6

Knights Templar

Stationed at Rutland, Vermont

Ascension Day Services

Killington Commandery No. 6

Knights Templar

Stationed at Rutland, Vt.. May 2nd. 1910.

Dear Frater :

You are courteously summoned to rendezvous at the Asylum in Masonic Temple, in full Templar Uniform,

**Ascension Sunday, May 8, 1910. at
6.30 o'clock P. M.**

Rev. Thomas Stratton, of the Universalist Church, has extended an invitation to us to attend divine services that evening at 7.30 o'clock.

We trust every Sir Knight will make a special effort to be present. Those not provided with uniforms will be supplied as far as possible by their applying to the Eminent Commander in advance.

For the benefit of the Sir Knights in the west part of the County, the services will be concluded in ample time for you to return on regular car.

HARVEY R. KINGSLEY, Em. Commander.

Attest :

E. S. CURTIS, Recorder.

Officers April 1909-'10

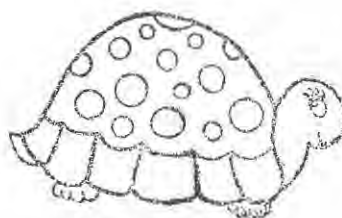
SIR HARVEY R. KINGSLEY,	-	-	-	-	Eminent Commander
" FRANK BARKER,	-	-	-	-	Generalissimo
" FRANK W. KNAPP,	-	-	-	-	Captain General
" ARTHUR W. FARNSWORTH,	-	-	-	-	Senior Warden
" WILLIAM E. FANNING,	-	-	-	-	Junior Warden
" CHARLES CLARK,	-	-	-	-	Treasurer
" EDWARD S. CURTIS,	-	-	-	-	Recorder
" FRED E. KINSMAN,	-	-	-	-	Prelate
" SAMUEL DOWLING,	-	-	-	-	Standard Bearer
" JOHN L. DUPONT,	-	-	-	-	Sword Bearer
" JOHN R. TEMPLE,	-	-	-	-	Warder
" IRWIN L. STREETER,	-	-	-	-	Sentinel
EM. SIR SAMUEL T. BRALEY,	-	-	-	-	} Finance Committee
SIR FRED C. ATHERTON,	-	-	-	-	
EM. SIR THOMAS P. BRAGG,	-	-	-	-	
EM. SIR MOSES FORD,	-	-	-	-	} Grievance Committee
SIR EDWARD W. SHAW,	-	-	-	-	
EM. SIR WILLIAM S. TERRILL,	-	-	-	-	



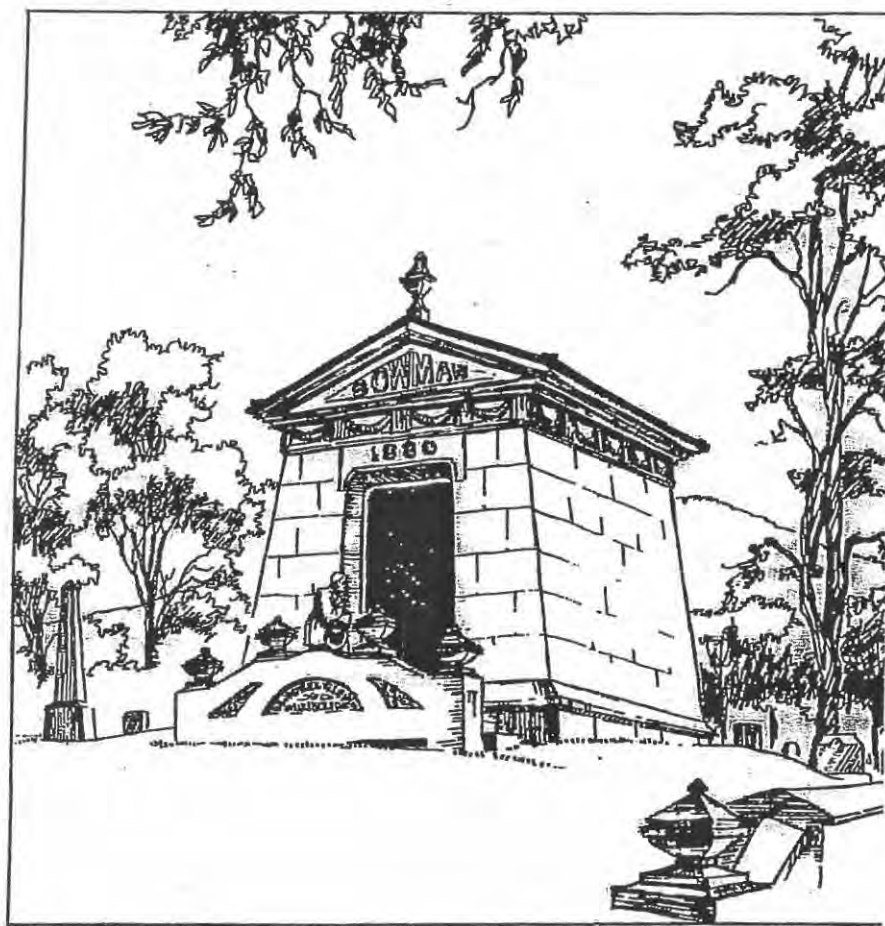
I SAY OL'D CHAP - - IS IT COLD DOWN THERE YET??

I DIDN'T RECOGNIZE THE PICTURE AT FIRST _ DID YOU?

June & Stacey Chapman
North Carolina







The John P. Bowman Story

Cuttingsville, Vermont

THE JOHN P. BOWMAN STORY

The Laurel Glen Mausoleum, pictured on the cover of this Annual Report, is a Shrewsbury landmark which has captured the attention of people far and near. The story of Mr. Bowman and the memorial erected by him has marked this spot among the hills of Vermont as a place of special interest to an increasing number of tourists and vacationers.

John P. Bowman, son of a Clarendon, Vt. farmer, was born at Pierce's Corner in 1816. An earnest young man, he had few educational opportunities and at the age of fifteen went to Rutland, Vt. where he found employment in a tannery. There he learned the business of turning hides into good leather. After about five years he went to New York State, working in various factories. He labored diligently and saved money in spite of moderate wages. For his first year's work at Saugerties he received \$144. At Warrensburg, N. Y. he worked for Burhans and Gray, sole-leather manufacturers.

From Warrensburg he came to Shrewsbury, Vt. and established himself in a general tanning and currying business, dealing also in boots and shoes. He occupied the tannery south of Cuttingsville near what is now known as "Tannery Crossing". It was later operated by Huntoon and Son.

In 1851 he was honored by election to the State Legislature. He served his Shrewsbury townsmen faithfully and with credit to himself. But business appealed far more to him than politics or public affairs.

Hence, in January 1852 Mr. Bowman moved to Stony Creek, N. Y. He bought a tannery at Creek Center and threw himself heart and soul into the new enterprise. Under his able management the factory thrived, turning out 40,000 sides of leather a year. Its product had a fine reputation, a steady demand, and Mr. Bowman found himself on the road to success. He had attained an enviable position in business circles and gained favor as a man of sound judgment, honor, and integrity. He became wealthy, acquired a pleasant residence, a stable of fine horses, a convenient office, and apparently everything any businessman could hope for.

In his domestic life Mr. Bowman experienced both joy and sorrow. In 1849 he married Jennie E. Gates of Warren, Herkimer County, N. Y. She was dignified and graceful in manner, self-reliant, and courteous. Generous and thoughtful of others, she proved a kindly neighbor as well as a devoted wife and mother.

A daughter, Addie L., was born in 1854 but died at the age of four months. A second daughter, Ella H., was born in 1860 and grew to be a fine and cultured young woman. She received an excellent education, while her personal qualities bound her to her parents with strong and loving ties. More fond of home than

society, she was a ray of sunshine in the family circle and took pleasure in making others happy. Mr. Bowman appreciated his amiable family and delighted in their companionship.

However, in 1879 misfortune brought an end to this pleasant home life. The daughter, Ella, fell ill and died. This affliction did not remain the only one. In January 1880, less than a year later, Mrs. Bowman passed away, leaving her husband alone to bear his grief and sorrow. Stricken by the loss of his three loved ones, Mr. Bowman resolved to build a memorial and last resting place for them in his native Vermont hills.

A plot of land in Cuttingsville adjoining the old burying ground was chosen for the shrine. He hired a New York architect and special designer, along with skilled workers, and applied himself with energy to his task. And so in July 1880 the building of the Laurel Glen Mausoleum was started. For over a year 125 sculptors, granite and marble cutters, masons, and laborers were employed in erecting this classic example of Grecian architecture. Its dimensions externally at base are seventeen feet six inches by twenty-four feet and it is twenty feet high from grade line to apex of roof. 750 tons of granite, 50 tons of marble, 20,000 bricks, 525 barrels of English Portland cement, 10 barrels of calcined plaster, and 100 loads of sand were required for its construction which, together with improvement of the surroundings, cost the owner \$75,000.

The external appearance is that of a miniature Grecian temple of plain yet graceful lines. Its interior is that of a grand mausoleum vestibule, sheltering the vault which contains the cherished dead. His is the lowermost of four caskets ranged one above the other. Above him lie the remains of his wife Jennie, 1824-1880. In the next casket reposes his daughter Ella, 1860-1879, and in the uppermost rests the infant daughter Addie. Three of the caskets were carried into the mausoleum in 1881. The fourth, that of the father, joined them several years later. He died in Shrewsbury in 1891. Above the vault is inscribed: "A couch of dreamless sleep" and engraved on the arcade lintel: "Sacred to the memory of a sainted wife and daughters".

The entire interior is finished in choice statuary and Brocandilla marble, except the floors which are of English encaustic tiles. The arched ceiling, wainscoting, candelabra, moulded urns, panels, and emblems are all enhanced by plate glass mirrors which produce an optical illusion of vast space and depth. Here also are busts of the three adult members of the family and a statue of the baby extending her arms to her mother.

In addition to the statuary of the interior, a statue in life size of Mr. Bowman is posed outside. Bent with grief, and burdened with mourning

cloak, silk hat, gloves, a huge funeral wreath, and a key, he is represented in the act of ascending the steps of the tomb.

Mr. Bowman desired a fitting and attractive setting for the mausoleum. Accordingly, he graded the grounds, built retaining walls, arranged grass plots, and set out trees. In addition, he made walks and drives filled with crushed purple slate and bordered by choice and colorful plants, thus turning the entire place into a scene of beauty. A large greenhouse was constructed to insure a plentiful supply of shrubs and flowers.

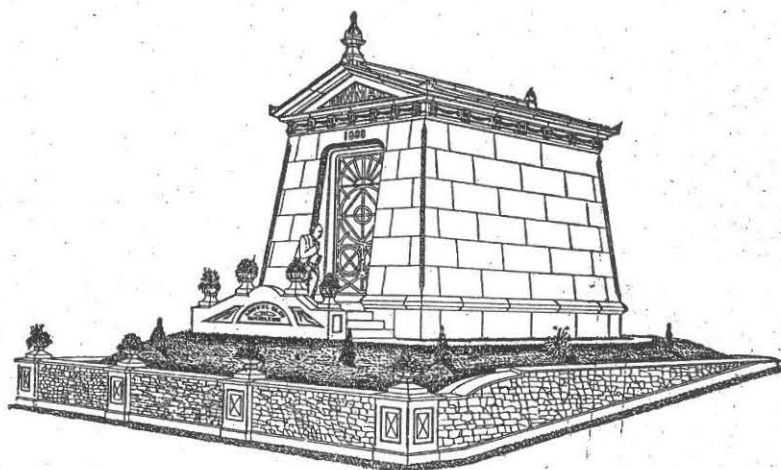
He also erected a fine residence opposite the Laurel Glen cemetery. This mansion, Victorian in style, was elaborately constructed and furnished. It stands some distance from the road among shady trees and is approached by a circular driveway. A handsome fountain graces the lawn and there is a carriage house nearby.

Some have said that Mr. Bowman, a religious man, believed in re-incarnation and promised that he would return to earth one day to resume the pattern of life interrupted by his passing; but no proof of such a legend has been found.

However, he did leave careful and detailed instructions for the future upkeep and maintenance of the mausoleum, greenhouse, residence and grounds. In his will he left a trust fund of \$50,000 to the U. S. Trust Co. of N. Y. while all his Shrewsbury possessions, together with the income from the fund, were left with his two friends George W. Foster and S. Frank Smith, as trustees. To fulfill Mr. Bowman's wishes, both the trust company and Mr. Smith as survivor (Mr. Foster having died) turned over their respective trust fund and property to the Laurel Glen Cemetery Association, a corporation created in 1894. It has full charge of the estate in perpetuity and according to the specific terms of the will.

Among other bequests of 1885 Mr. Bowman left to a niece in New York State "the house and lot where I now reside in Stony Creek, N. Y. and all furnishings thereon at the time of my decease".

In his book describing the mausoleum, G. B. Croff, Mr. Bowman's architect, has expressed his thoughts in the following words: "A most pathetic family history wrought in stone, Laurel Glen Mausoleum will stand for centuries . . . and prove a laurel wreath, a crown of glory to perpetuate the well-rounded, honorable, successful life and name of its most noble founder".

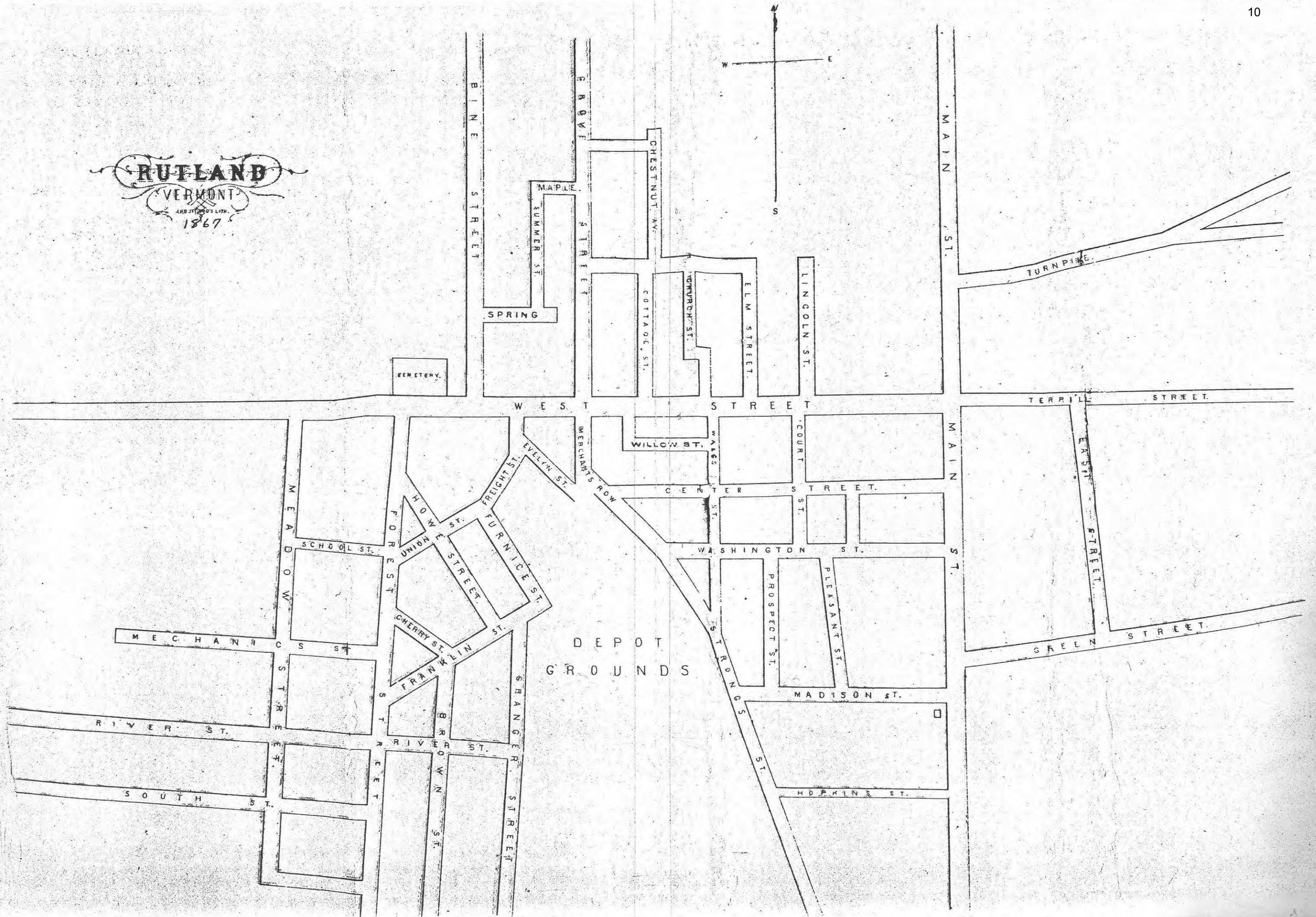


LAUREL GLEN MAUSOLEUM.

A Magnificent Private Family Tomb, Founded and Built at Cuttingsville, Vermont, by John P. Bowman, Esq.
 Designed by G. B. Croff, Architect and Constructing Engineer, and Special Designer of Mortuary
 Architecture, Mausoleums, Tombs, Vaults, Monuments, Horticultural and Floral
 Decorations, and General Cemetery Art Work.

OFFICE, 335 BROADWAY, - - - NEW YORK CITY.

GAZETTEER and BUSINESS DIRECTORY
 OF RUTLAND COUNTY 1881-82



Stained

A Belmont stained glass artist struggles to understand a mysterious affliction

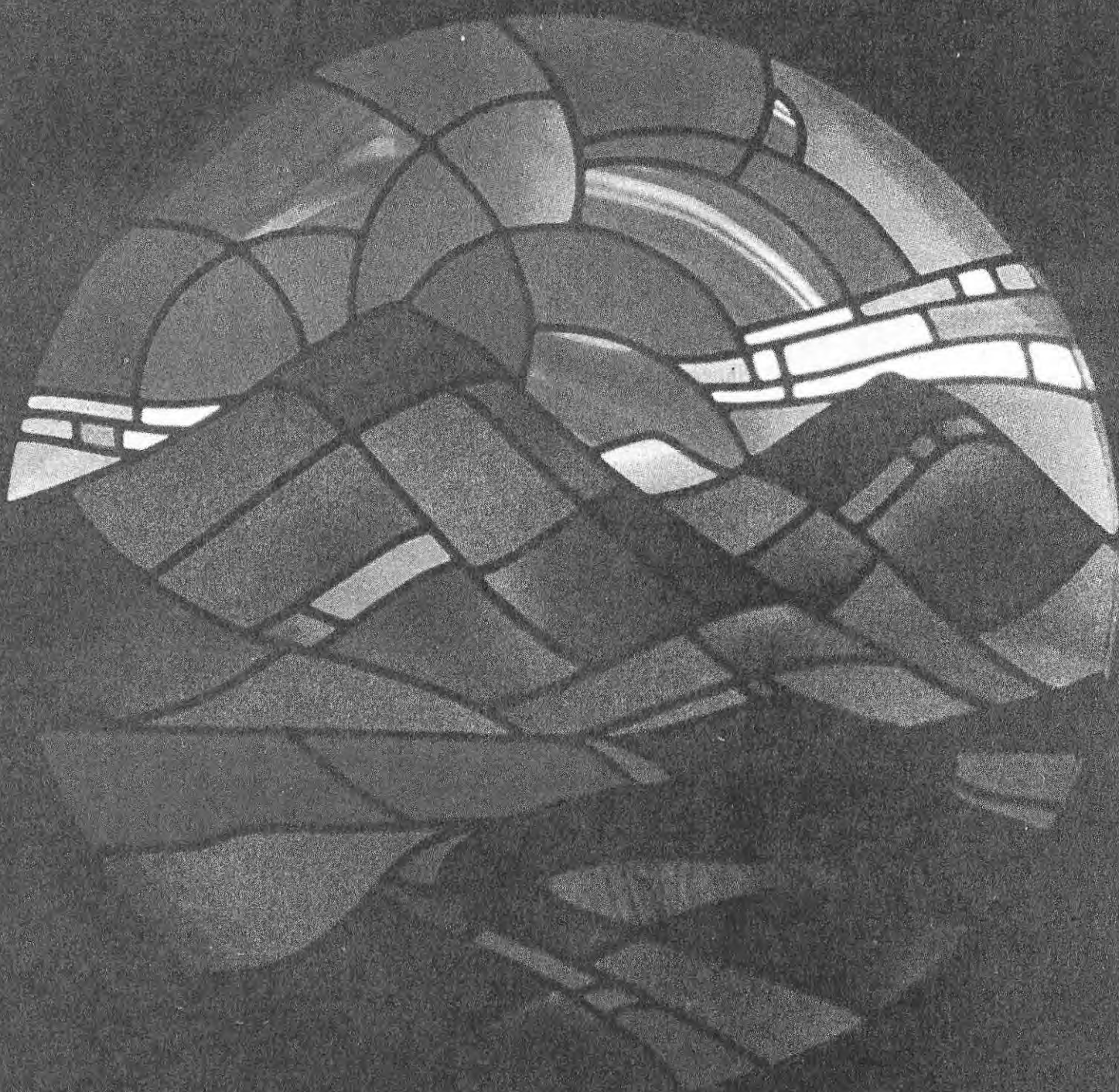
RUTLAND DAILY HERALD, THURSDAY MORNING, JANUARY 29, 1987



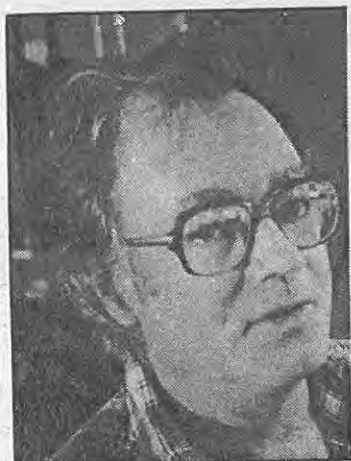
(Photos by Vyto Starinskas)

William O'Connor demonstrates the supple quality of the lead that is used in stained glass windows.

'Your brain works to the extent you exercise it. If you quit, it's going to stay that way.'



This stained glass window by William O'Connor is in C.J.s' Suds South, a Rutland bar.



'I knew nothing at the time, nor did I suspect anything.'

By Monica Allen

People in the hill village of Belmont noticed William O'Connor hadn't been around that day. His friend, Carol Ballou, began to worry when he didn't come home in the evening. The stained glass artist had been suffering dark bouts of depression and physical pain. So Ballou called the state police to report he was missing. And the local people turned out to search.

They searched an old cabin where he sometimes went. They found no sign he had stopped by to warm himself that winter night.

Luckily, he returned home the next morning, unharmed. But when Ballou asked him where he'd been, he couldn't remember. And he still can't remember, more than a year later.

It was as if he'd walked into a fog and lost his way.

He had tumbled into the same darkness when he tried to finish 22 elaborate stained glass windows to adorn the cathedral ceiling of a house in New York.

As the project wore on, he grew lethargic and the by the end could not remember how to lay out the windows, filled with colorful morning glories. When O'Connor collapsed in exhaustion, Ballou, a novice with stained glass, took over. She placed the last portion of lead in the windows. When O'Connor woke, she helped him out to the work area outside a barn, and he guided her on the final touches.

She left that day with the project nearly finished. But he telephoned her sometime later, confused. He couldn't remember how the window that he had dreamed up and designed was laid out.

Other details slipped during those years in the early 1980s. And a flu-like fatigue that had occasionally troubled him became more persistent. People noticed the color in his face was green some days or ashen gray, his playful smile was clouded over.

Trip to the Doctor

At one point, O'Connor, who is now 57, went to a local doctor, a rare event for him. But the doctor could find nothing wrong. The sickness would come and go, without warning or logic.

People who knew the gentle, soft-spoken artist with a flair for drama wondered what was troubling him. They thought his father's death and his divorce might have caused his depression. He and his wife had separated in 1982, after years of working together at the Castle Hill Studio that he opened in Cuttingsville when they moved to Belmont in the 1960s.

O'Connor blamed those troubles, too.

The depression grew deeper during the fall of 1983. One November night he telephoned a friend for help when he felt he could no longer hold on.

The woman drove him to Rutland Regional Medical Center where they sat in the emergency room until the waiting began to drive him crazy.

They got back in the car and raced over the hills to White River Junction to the Veterans Administration Medical Center.

O'Connor was admitted to the psychiatric ward where he stayed for nearly two months, was diagnosed as manic depressive and given anti-depressants to combat the darkness. He seemed better when he came out of the hospital, Ballou said. But after he got home, things began to collapse again. He tried to go back to work in the studio building stained glass pieces.

He tried taking the anti-depressants; later lithium was prescribed. But if anything, the drugs made him feel worse. They sapped him of a creative energy, a manic sort of rush that he had enjoyed, he said.

The First Clue

By this time, O'Connor was searching for some answer to the mixture of madness and sickness that washed over him in waves.

"I found an article in the Journal of American Psychiatry," O'Connor said. "It talked about patients who get brought into mental institutions and are called crazy by various definitions and their problem is lead poisoning."

The article was the first solid clue. O'Connor had worked with lead since he started as an apprentice in 1954 at the Lamb Studio, an old-world stained glass shop in Tenafly, N.J.

For more than 25 years, he had used the soft gray metal to hold colored pieces of stained glass in place in the elaborate window designs he created. He ripped oxidized, crusty lead out of church windows all over Vermont, including Rutland's Grace Congregational United Church of Christ, to replace them with new, more resilient lead. He soldered the metal, swept lead dust off the floors of his Cuttingsville shop and painted on glass with powdery paints filled with lead, bismuth, antimony and arsenic. Lead blackened his hands every day he worked with it. He had inhaled lead dust. And it had washed into his bloodstream through hundreds of tiny cuts that covered the hands he used to cut glass.

O'Connor showed the magazine article to his psychiatrist at the VA hospital.

"It took him three weeks before he finally read it," O'Connor remembered as he sat in a stuffed chair in his warm living room. "And when he did read it, he didn't think much of it."

Finding the Answer

But O'Connor, determined to find an answer, demanded a blood test for heavy metals. The test showed he had 39 micrograms of lead per hundred deciliter of blood. The current federal definition of lead poisoning is anything over 30 micrograms per

hundred deciliter. The recommended amount is zero.

Small amounts of lead can cause mental retardation, impaired motor functions and kidney problems in children. Lead in housepaints, used before a federal prohibition on lead in indoor paint, has been recognized as a nationwide threat to children.

For hundreds of years, the metal has insidiously affected laborers who routinely use it and artisans who have been drawn to the colors in glazes and paints it creates. When 39 micrograms of lead in his bloodstream wasn't enough to warrant treatment at the White River Junction hospital in 1984, O'Connor decided to seek a second opinion. It had been a year since the psychiatrist had diagnosed him as a manic depressive and a year of struggling with the idea that he had some mental illness.

But all that time, Ballou said she never believed O'Connor was mad. She was convinced the psychiatrist, who she had dubbed Dr. Fuzzywump, was wrong.

O'Connor and Ballou drove to the Veterans Administration hospital in Albany, N.Y., where he asked for a heavy metals test. As a veteran, he was eligible for free health care from the veterans' hospitals.

After extensive testing, he was diagnosed as suffering from depression due to chronic lead poisoning. The doctors told him they could not treat him. They had no experience with chelation therapy, the process devised to remove lead from the bloodstream.

O'Connor then tracked down a specialist, Dr. Robert Feldman, a doctor affiliated with the Boston University Medical Center. Feldman agreed to meet him at the veterans' hospital in

Boston. As soon as Feldman saw O'Connor, he ordered chelation therapy.

Treatment

The word chelate comes from the Greek word chele, meaning claw. The term describes the chemical process used for grabbing the lead from the body.

During the treatment a man-made amino acid, called calcium disodium ethylene diamine tetraacetate, is intravenously fed to a person. The substance attaches itself to the lead and converts it to a substance that can be excreted in urine.

Over the last two years, O'Connor has had the treatment a number of times to bring down the lead levels in his body.

By the time he had discovered the culprit, lead had poisoned his blood, damaged his nervous system, and built up in his bones.

The metal is toxic to both the central and peripheral nervous systems and causes stomach, kidney and liver problems. The most mysterious damage, however, is to the nervous system.

It attacks the myelin sheath that covers the nerves and the nerve cells that carry messages to and from the brain, said Dr. Richard A. Aronson, director of medical services for the Vermont Department of Health.

The metal hurt O'Connor's memory, created depression and hindered nerve messages that enabled him to think, walk, use his wrist and feet. He suffered from nausea and lethargy because of the metal.

Talking softly in four or five word segments, O'Connor said the lead still sapped some energy he needed to form clear and grammatical sentences. He has made a steady climb away from the more severe effects of chronic lead poisoning, but he has not regained all the energy he once had. He said he would be lucky if he recovers 90 percent of what was damaged. Some of the destroyed nerve cells do not regenerate, he said. He still suffers from occasional waves of pain and lethargy.

But the episodes are farther apart than they used to be. And when they begin to close in, he returns to the hospital for chelation. Although he no longer works with lead and has tried to remove it from his environment, it may be impossible to remove all the lead stored in his bones. He believes that the metal is dump out of the bones into the soft tissue during periods of mental or physical stress.

O'Connor has set about educating himself on lead poisoning during the last few years. He has collected boxes of literature on the problem and has begun a book to piece together his own experience.

He kept journals during his stays in hospitals. And he recorded those feelings of madness, times when he felt removed from his body as if he were floating on the ceiling, he said.

Working Again

O'Connor also has tried to relearn what he forgot through the poisoning. He said he believes a person can relearn much in the same way that a child learns for the first time.

"Your brain works to the extent you exercise it," O'Connor said. "If you quit it's going to stay that way."

James Osbourne, a stained glass artist who has worked with O'Connor, described the artist's drive to teach himself to walk again when his feet stopped working.

"It's as if he was clearing out a lot of circuits and finding a circuit that's open and turning it to his purpose," Osbourne said.

A book on learning to play the piano lay open on the arm of his chair. The room was lined with shelves brimming over with books of fiction, a window for a private home. The large piece that spreads across the entire wall of a house is filled with clear hand-blown glass. Wisteria-like trees curl sensuously amid the open glass. And colored circles, like fallen leaves, speckle the bottom.

Looking back, O'Connor believes he might have avoided the severe effects of lead poisoning had he known a better way to ventilate his shop and clean the lead away. But he had learned stained glass in the 1950s, when the lay person could not enter the studio and the art form was shrouded in secrecy left over from the days when guilds controlled the craft.

"I knew nothing at the time, nor did I suspect anything," O'Connor said. "And I've always been sort of an odd fellow anyway, like a lot of artists are. You do not fit in the spaces."

Rutland Daily Herald
May 1, 1922

Henry Ford Declares That Hard Life on the Farm Drove Him Into The Manufacture of Automobiles

His First Job on Leaving Old
Home Place Brought
Him \$45 a Month.

New York.—Life on a farm drove Henry Ford into making automobiles.

Mr. Ford says so himself in an article which he calls "My Life and Work" written by himself in McClure's magazine for May, with the collaboration of Samuel Crowther, author and editor.

And Mr. Ford still feels the same way about farming. Not that he has anything against farmers, he points out, but there is "too much hard labor on farms." Because he was born on a farm and knew without question just what farming means, Mr. Ford invented an automobile with which he hoped, first, to lighten the farmer's task and, second, to aid people without a lot of money in their search for enjoyment and business relief.

That, in a nutshell is what Mr. Ford's article gives as the reason for the Ford car. Incidentally it is the reason for his interest in farm tractors and for a lot of other things which have happened in Detroit recently.

Nearly Became Watchmaker.

The automobile, however, barely escaped being a watch. Mr. Ford had a desire to do fine mechanical work and his ideas naturally turned to watches, he says. At one period of those early days he had 300 watches and knew what made the wheels go around in every one of them. It was then he thought of the possibility of making a watch for 30 cents. In fact, he says he almost started in the business but refrained when he figured out that watches were not a necessity and so would not be sold.

"Just how I reached that surprising conclusion is difficult to state, now," he observes.

But a combination of the farm and the watch, and the sight when he was only 12 of a road engine was too much for anything plebian in Mr. Ford's future. He started to consider the possibility of machines and after glancing at that engine, studying it, watching changes, reading and thinking, Mr. Ford branched out into the automotive industry.

First Tried Steam.

Of course, says Mr. Ford, the horseless carriage was a common idea. He had it, as did several other inventors. But Mr. Ford figured that steam was the best means for moving his car, and he set about making a machine to operate by steam. He built one, and it ran. But it had defects, lots of them. He very carefully points out most of them. When he found he couldn't work out his difficulties to his satisfaction, he turned to gasoline—and so was born the Ford.

"It was in 1890 that I began work on a double cylinder engine," he writes, "because it was quite impractical to consider the single cylinder for transportation."

Shortly after that the farm was felt behind definitely and completely, when Mr. Ford went to Detroit as an engineer and machinist for the Detroit Electric company at exactly \$45 a

month. The job wasn't much in itself but its great beauty lay in that it kept him out in his workshop for he had spare time and he employed it.

Two years later Detroit got a thrill. Chug-chugging down its main streets came the gas-buggy. In the seat was Henry Ford. Behind it was a string of frightened horses and curious people. In front of it was bulwark of wondering thousands. Henry Ford had found a way to ride without horses to drag him.

The machine, however, was a slight problem. To begin with it blocked traffic. Not that it stalled, but every time Mr. Ford stopped the crowd started and he could not, in safety, leave the car a moment. Always there was some curious soul who would climb aboard, play with the brakes or the clutch and then trouble commenced.

Finally, it came to a show-down with the city authorities. At last, writes Mr. Ford, although there were no speed laws, no traffic ordinances, he had to get a permit from the mayor to operate the machine.

Automotive history

Vintage enthusiasts expected to flock to annual Model T Club tour



PEG ARMITAGE

Ernie Clerihew of Pittsford, a member of the Model T Ford Club International, is at the wheel of the 1914 Model T he finished restoring last fall.

By PEG ARMITAGE

Between 150 and 200 Model T Ford cars and trucks will be touring Vermont for five days in July during the Model T Ford Club International 56th annual Summer Tour.

The Holiday Inn in Rutland is the host hotel, with additional rooms in the Hampton Inn. Those who have tents or are towing Model Ts behind campers may opt to camp overnight at the nearby Vermont State Fair Grounds.

Throughout the week, antique-car lovers will have numerous chances to talk with owners of Model Ts and inspect the vehicles.

Club member Ernie Clerihew of Pittsford said the group will arrive in Rutland on Sunday, July 15. That evening, members can take in a town band concert in Main Street Park, or do laps around the Devil's Bowl Speedway track in West Haven before the races in Benson.

Clerihew and wife Melanie Clerihew will join the "Ts, Cheese & Maple Trees" day trips in the 1914 Model T car they finished restoring last fall.

On July 16, the caravan will be in Manchester for shopping, sightseeing, and visiting two private car and truck collections.

The morning of July 17 features stops at the Vermont Marble Museum in Proctor, crossing cov-

ered bridges on the way to Pittsford's New England Maple Museum and the Pittsford Historical Society Museum. The club's afternoon annual car show and the Rutland Farmers' Market will be followed by an ice cream social and fashion show downtown.

The route on July 17 leads south to Weston for a stop at the Weston Country Store, and then will go on to historic Grafton before heading back to Rutland.

On July 18, the longest day's drive stops at the Hubbardton Battlefield en route to the Lake Champlain Maritime Museum on the Vergennes shorefront before returning to the Holiday Inn for dinner.

The final tour on July 19 will travel along paved and dirt and gravel roads to the Calvin Coolidge Homestead in Plymouth Notch and Bridgewater's Long Trail Brewery.

Caryn Casey-Hurka, director of catering at the Holiday Inn, expects 300 to 400 diners at the closing banquet on Friday evening.

Added tour committee head James Zabala: "My best estimate would be that our group will be bringing around \$400,000 to \$450,000 to the region during our tour in July. This would include hotel rooms, food, gas, souvenirs, etc.," benefitting the region's tourist attractions, retailers and hospitality businesses. ♦

Facts about the Ford Model T

- The Model T was introduced on October 1, 1908. It had a 20-horsepower, four-cylinder engine; reached a top speed of about 45 miles per hour; got about 13 to 21 miles per gallon of gasoline; and weighed 1,200 pounds. It was the ninth of Henry Ford's production cars.
- More than 15,000,000 Model Ts were built and sold. A modest ceremony on May 26, 1927 marked the formal end of Model T production.
- The first models were produced at a factory on Piquette Avenue in Detroit, MI. Beginning in 1910, Model Ts were built at a new plant in Highland Park in Michigan.
- Henry Ford's initiation of mass production of vehicles on the moving assembly line led to lower car prices and the \$5 work day.
- The car was introduced with a price tag of \$850. The Model T later sold for as little as \$260, without extras, because of production savings that Henry Ford passed on to customers.
- Henry Ford called the Model T "the universal car," a low-cost, reliable vehicle that could be maintained easily and could successfully travel the poor roads of the era.
- The Model T came in nine body styles, all on the same chassis.
- "Lizzie" was one of the most popular of the dozens of nicknames for the Model T.
- In 1914, Ford, with 13,000 employees, produced about 300,000 cars, while 299 other companies with 66,350 employees produced about 280,000 vehicles.

SOURCE: Ford Motor Company.

Rutland Daily Herald | Monday, July 16, 2012

It's a 'T' party

More than 200 Model T Fords coming to Rutland

By **COURTNEY PARKER**
CORRESPONDENT

Car lovers and "Tin Lizzy" enthusiasts are welcome to join the Model T Ford Club International as it kicks off its 56th annual summer tour in Rutland.

The Model T Ford Club International started in 1952 and has hosted family-oriented tours and events for Model T admirers in many countries around the world.

This event will take place Tuesday in downtown Rutland, celebrating the club's summer tour in the Northeast.

"We are the perfect package," said Tom Donahue, executive vice president of the Rutland Region Chamber of Commerce.

Donahue said the unique

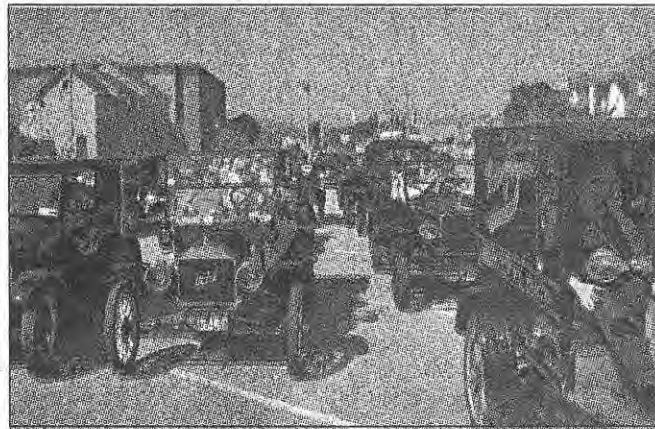


PHOTO PROVIDED

This event marks the club's summer tour in the Northeast.

scenic roads highlight the state's lakes, mountains and covered bridges, and make Vermont an ideal fit for the club and its drivers.

"I think Vermont is going to set the standards high for

summer tours to come," he said.

The car show will begin in Downtown Rutland at 2:30 p.m. with more than 200 Model T Fords lining Center Street and Merchants Row,

which will close during the event.

Throughout the day there will be a variety of other activities to enjoy downtown, such as the local farmers' market and a jazz performance at the intersection of Center Street and Merchants Row starting at 4 p.m.

The event will conclude with a fashion show, put on by the Model T Ford Club, featuring authentic 1920s style clothing.

Local businesses will also be taking part in the festivities with creative, theme-driven specials throughout the day in honor of the Model T Ford event. In addition the downtown parking garage will offer free parking Tuesday.

Model T Ford Club drivers will be residing in the city for the remainder of the week giving locals an opportunity to admire the cars out on the roads as they travel through Rutland.

This past Sunday, drivers were able to take their cars out for a run on Devil's Bowl Speedway. The club will also host an Ice Cream Social at Seward's Restaurant at 7:30 p.m. Thursday.

"We are definitely looking forward to experiencing what the Northeast has to offer," said James Zabala, a board member for Model T Ford Club International.



PHOTO PROVIDED

A group of Model T Fords will line Center Street and Merchants Row at 2:30 p.m. on Tuesday in celebration of the club's annual summer tour.



VYTO STARINSKAS / STAFF PHOTO

The Model T Ford Club car show kicks off in downtown Rutland on Tuesday. Center Street and Merchants Row were closed for the festivities.

wheels above about 38 mph. Maintaining the vehicles was not hard, he said, because reproduction parts are readily available.

Bumgarner said there was strong camaraderie among the owners, and

that there were people who had grown up in the organization who were now drivers themselves.

Howard Gustavson of Boca Raton, Fla., said the club keeps Henry Ford's legacy alive.

Model Ts take city back to old days

By GORDON DRITSCHLO
STAFF WRITER

Steve Shortsleeves has been sitting in old cars his whole life.

"As a kid I played in my grandfather's cars," the Pittsford man said. "I didn't drive them — I sat around in them for hours."

He's driving them now. Shortsleeves' 1929 Model A pickup was one of 212 vehicles parked in downtown Rutland Tuesday as the Model T Ford Club International spends the week touring Rutland County.

Yes, he brought a Model A to a Model T event, as did two other drivers. Shortsleeves said his had the same doors as a Model T.

"Henry Ford was tight and he wouldn't waste a thing," he said. "This pickup — the doors for it were originally made for a doctor's coupe."

While Shortsleeves did not have to travel far for the event, license plates showed Model Ts coming from Nova Scotia, Ontario, Tennessee, New Jersey, Michigan, Virginia, Colorado, Wisconsin and Ohio, among others.

"We even have a man and his daughter from Argentina," said Steve Bumgarner of Hudson, N.C., executive director of the national club.

Bumgarner said the weeklong gathering typically features a show on Tuesday during which the public gets to look at the cars and the cars get judged on condition and authenticity. The rest of the week, the drivers go out to lunch somewhere in the area, going 125 to 150 miles each day.

The Model Ts could probably exceed 55 mph, Bumgarner said, but drivers typically don't want to use the wooden

"He made the car for the working man," he said. "The Farmers could chop off the back, put it on a platform and haul hay. It's a universal car."

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Local Flavor

Hundreds of Model T cars tour Rutland, Addison counties

By Lou Varricchio *212 Cars
524 People*
newmarketpress@denpubs.com

RUTLAND — Motor-vehicle drivers around Rutland County and Addison County did more than a few about faces last week as they watched hundreds of antique Ford Model-T cars and trucks, manufactured between 1908 and 1927 make a circuit of U.S. Route 7 and numerous backroads—between Rutland and Vergennes—before converging on downtown Rutland.

The grand, antique car summer road tour occurred July 16-20.

The gathering, the 56th Annual Model-T Car Show, was made possible by the Rutland Region Chamber of Commerce, Model-T Ford Club, and downtown merchants, July 17.

Vermont's Second City served as an historic backdrop for the parade of cars, activities and displays.

Downtown streets were closed for the arrival of the Tin Lizzies during the afternoon hours of July 17. The afternoon party included a fashion show and a jazz concert, both evocative of the early 20th century's Jazz Age.

Steve Shotwell of Rochester Hills, Mich., was cooking a blueberry pie on the engine manifold of his 1916 Model T during the event.

"Several companies made engine stoves like the one I am using," he said. "This one was a Coca Cola stove. It takes about 20 minutes to cook the pie from the residual engine heat."

When the pie was ready to serve, Shotwell



A Michigan family enjoyed driving their 1914 Model T on the Pittsford covered bridge tour two hours before the start of the downtown Rutland Ford Model T Club gathering.

Photo by Lou Varricchio

shared pieces with passersby.

Crocker's Model T was originally owned by his maternal grandfather Lewis Crocker in Fredonia, N.Y. When Crocker died in 1974, the car was sold at an auction and it slipped out of family hands.

During the 1980s, Shotwell's mother tracked down the car and bought the old car back from its second owner. Affectionately called "Goosebumps" by his grandfather, the old Ford is back in the family again. On the passenger side door are the scratched initials of Crocker, family members and the

second owner.

"We have more family initials back on the door," Shotwell said proudly.

Tom Sadlon and Don Buesing of the Saratoga Automobile Museum in New York drove a rare, 1925 Model T popcorn-refreshment wagon to Rutland. The wagon has been a favorite at the Vermont State Fair for many years; it was once eyed by T.V. entertainer Jay Leno as a possible addition to his multi-million dollar auto collection.

Using all-antique utensils, Sadlon and Buesing prepared popcorn and served it to

attendees "the old fashioned way".

Steven Boyd of Siren, Wis., trucked his 1914 Model T to Vermont, via a modern Ford F150, just for the event.

"This is a chance for me to play," he said. "The weather is fine and the people are friendly; they are really interested in these old cars."

Boyd's Model T car sports a brass radiator and headlights, the next to the last year Ford offered brass fittings.

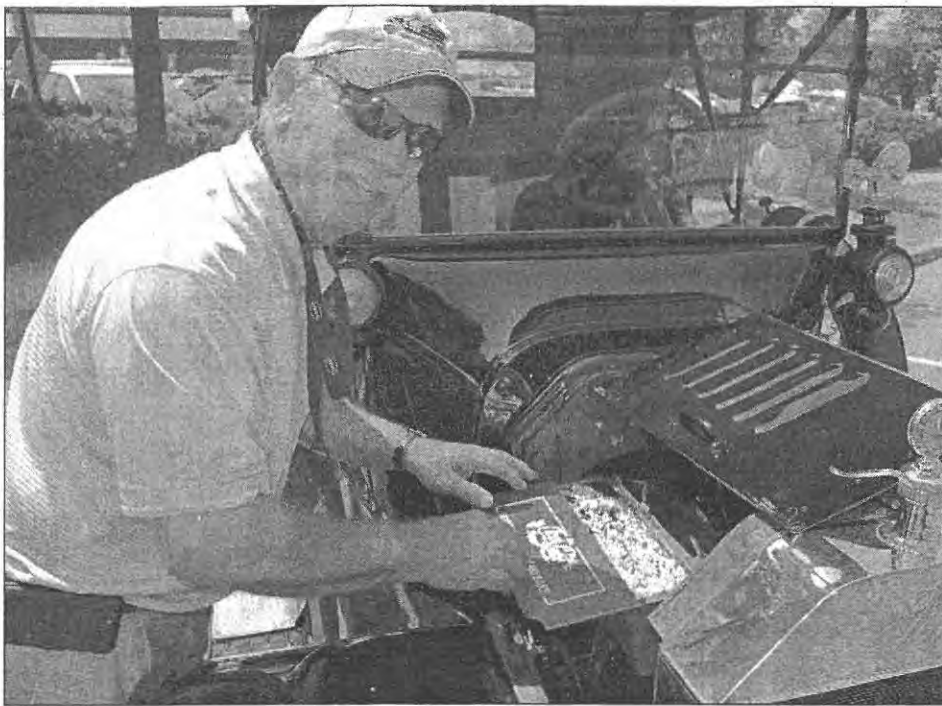
"The 'T' came from Henry Ford's model lettering system, although he didn't use all the letters of the alphabet. In the case of color, Ford used standard black to replace brass starting in 1916," Boyd said, "to reduce costs. If you wanted a blue or red car, you had to repaint a black one. Even back in the old days, automakers were looking to reduce costs."

Auto owners and enthusiasts exchanged stories and talked with curious passersby, each with an eye toward Ford motorcar history and Henry Ford's amazing vehicle that revolutionized ground transportation.

"My 1914 Model T is working fine now although I confess I needed a tow, briefly, last week when she overheated in New Jersey," said Bob Myrick of Wilmington, Del.

"We made it to Vermont in one piece and all is fine now. Now it usually doesn't bother me, but it was odd to see my old Ford being towed by a big 2010 Chevrolet truck. It was just a tad humiliating for this proud Ford owner," Myrick said.

The Model T car owners also made a trip to the Lake Champlain Maritime Museum on July 19.



Steven Shotwell bakes a blueberry pie atop the engine of his 1916 Model T. Specially made metal ovens enabled Ford owners to eat fresh baked goods on the road.

Photo by Lou Varricchio



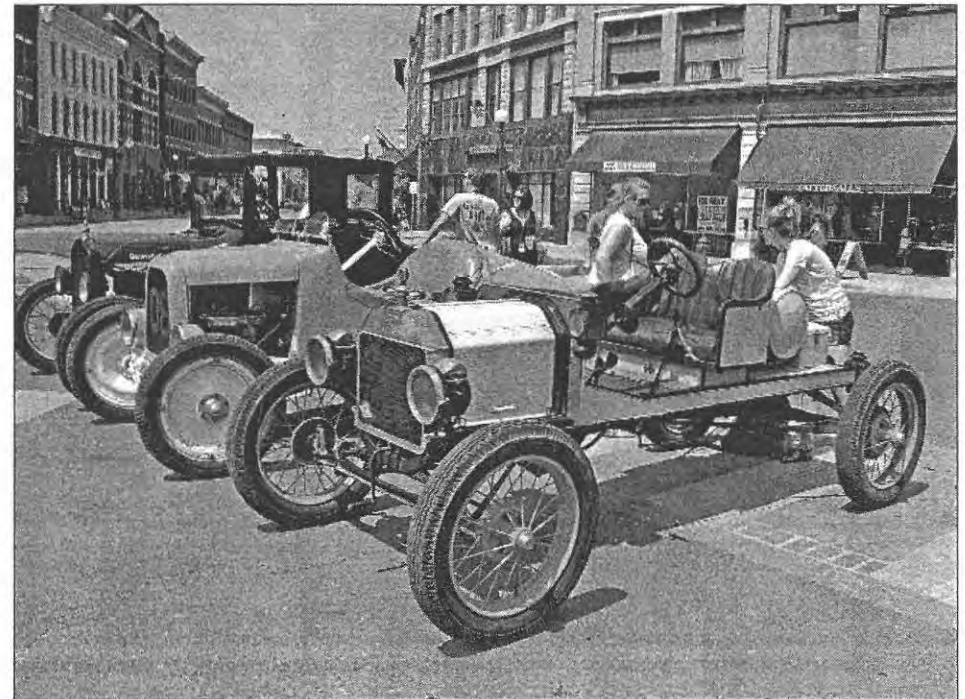
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Steven Boyd (right) shares his passion for his brass-fitted 1916 Ford Model T with a friend and a visitor at the 56th Annual Model-T Car Show in downtown Rutland July 17.

Photo by Lou Varricchio



This 1921 Ford Model T mail truck delivered the U.S. Mail around Middlebury, Vt. in its glory days. Today, it is considered the best preserved antique USPS mail carrier in the nation.



Colorful Model T hot rods greeted visitors to the 56th Annual Model-T Car Show July 17.

Photo by Lou Varricchio

Rutland to unveil John Deere birthplace marker

Inventor created largest ag-equipment company in the world

By Lou Varricchio

newmarketpress@denpubs.com

RUTLAND — It took 208 years, but the City of Rutland and State of Vermont finally got around to erecting an historic marker recognizing the birthplace of John Deere, the inventor of the plow that broke the plains.

Unlike Middlebury residents, who got the state to erect a marker at the former Main Street site of Deere's famous blacksmith shop, Rutland residents never seemed to get around to recognizing their famous native son.

The unveiling of the John Deere Rutland Birthplace Historic Marker will take place Wednesday, July 18, at 1:30 p.m. at Main Street Park. Passersby had a sneak peek at the official state iron marker this week while it was being erected.

Deere was born Feb. 7, 1804 in Rutland and died May 17, 1886, in Illinois.

Deere, a blacksmith, founded Deere & Company, one of the largest and leading



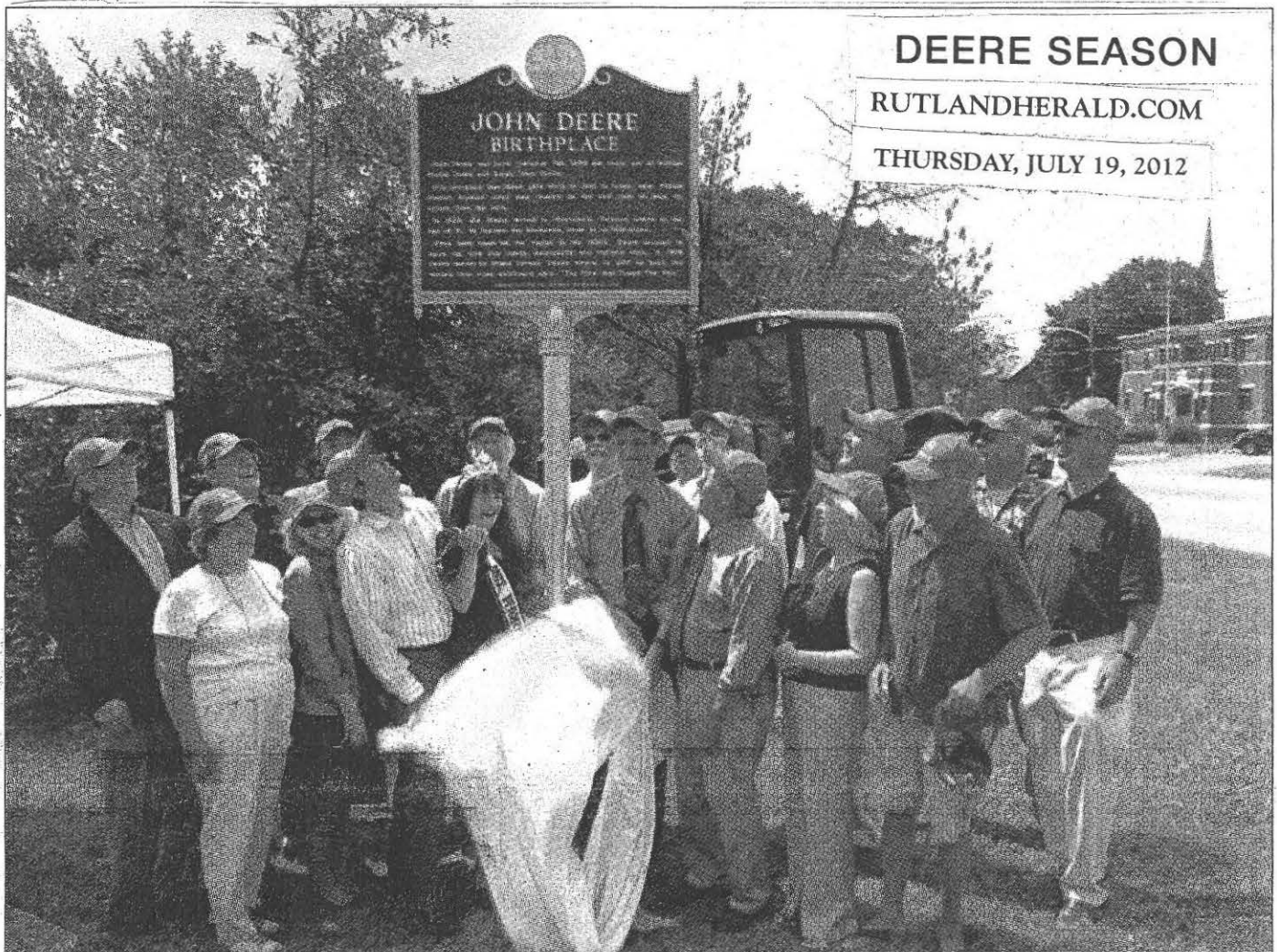
John Deere

agricultural and construction equipment manufacturers in the world, after he left Vermont for more lucrative horizons.

Deere apprenticed in Rutland and Middlebury and later set up shop in Middlebury in 1825. In 1827 he married and fathered nine children; he later moved to Illinois where he invented the first steel plow in 1837.



John Deere birthplace marker in downtown Rutland.

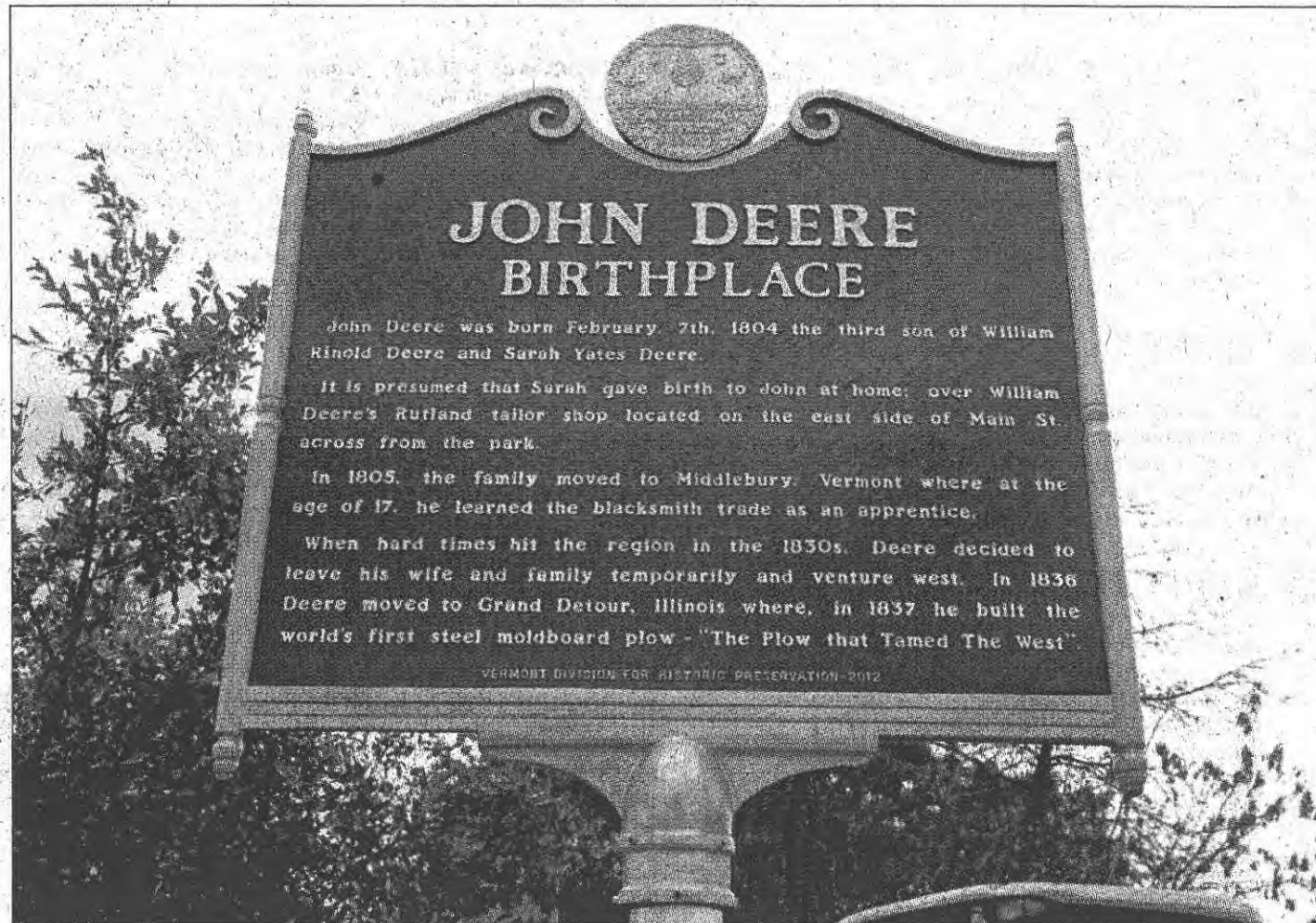


ALBERT J. MARRO / STAFF PHOTO

The new John Deere Birthplace historic marker was unveiled Wednesday in Rutland's Main Street Park. Politicians were joined by Deere officials for the ceremony. John Deere was born somewhere along what is now known as South Main Street

History and Happenings

Rutland Daily Herald | Friday, July 20, 2012



ALBERT J. MARRO / STAFF PHOTO

Vermont's newest historic site marker for John Deere's birthplace was unveiled Wednesday in Rutland's Main Street Park. Deere was believed to be born across the street along what is now South Main Street. The Deere family moved to Middlebury before heading west.

John Deere and the self-polishing plow

By **DON WICKMAN**
CORRESPONDENT

You spot them everywhere: John Deere machines. That bright green color catches the eye, but there is another detail that raises some eyebrows about the company; John Deere hailed from Rutland, making him a man with true roots in the Green Mountain State.

Records are slim when examining John Deere's early life. He was born in Rutland in the vicinity of Main Street on Feb. 7, 1804, the fifth child of William Deere and Sarah Yates. Within two years the family moved to Middlebury where William worked as a tailor. Two years later William Deere was lost at sea after following up family matters in his native England. The Deere family eked out a living and in 1821 John Deere commenced a blacksmith apprenticeship. For the 17-year-old, the blacksmithing trade would influence the remainder of his life. He finished the apprenticeship in 1825.

For the next 12 years he was certainly well traveled. He started as a journeyman in Middlebury, then accepted a position in Winooski. Then it was working in Vergennes, Salisbury and Leicester where he started his own business. At this same time Deere had married Demarius Lamb and started a family. The time in Leicester proved a disaster.

Immediately after opening his own shop, it burned down. Deere immediately rebuilt, and within a period of months, this shop also burned to the ground. Undismayed at the dual losses, Deere constructed another building, but the sagging economy affected Deere's independent operation. Incapable of maintaining the business, the blacksmith accepted a position in Royalton. That led

to Deere taking a job in Hancock where, according to family lore, he established a reputation for high quality tools.

But Hancock would not remain home for John Deere long. Vermont's economy lagged and many Vermonters emigrated westwards. The word of rich lands in the Midwest appeared quite attractive. In November 1836, Deere headed west, leaving his pregnant wife and four children behind while he traveled to the Illinois Territory. He arrived in the young settlement of Grand Detour on the banks of the Rock River in north central Illinois. One hundred miles to the east sat Chicago.

Deere and Grand Detour were a perfect match. His skills were in immediate demand and soon a shop had been constructed. Business flourished. Within a year, Deere brought his family to Grand Detour.

The Illinois Territory featured rich soils. The deep prairie soils, once cultivated, yielded bountiful crops as the grasses had created massive amounts of organic matter. But the serious problem lay in the words "once cultivated." This was a two step process. The grasses had thick root systems that were near impenetrable to cultivate. Farmers worked hard to plant and slowly accomplished "prairie breaking."

That success did not indicate victory for the farmers. The soil possessed a gumbo-like quality characteristic. It retained moisture, giving the soils great adhesive properties that made the soil adhere to cast iron plow blades. Spring frustrated many farmers, as they had to constantly stop to scrape the soil off the plow before continuing. John Deere devised a working solution; a "plow that would scour."

It centered on polished steel. Histori-

ans believe that Deere's plow invention occurred in 1837. While making a repair at a sawmill Deere spotted a discarded saw blade. He asked if he could take it and carried the blade back to his shop. The blacksmith had conceived an idea for the broken blade. The idea was elementary: integrate the polished steel of the blade into the working part of the plow. No soil could stick to the smooth surface. John Deere related the experience.

"I cut the teeth off with a hand chisel, with the help of a striker and sledge, then laid them on the fire of the forge and heated what little I could at a time and shaped them as best I could with the hand hammer. After making the upright standard out of bar iron, I was ready for the wooden parts. I went out to the timber, dug up a sapling and made the crooks of the roots for handles, shaped the beam out of a stick of timber with an ax and drawing-knife, and finally succeeded in constructing a very rough plow."

A local farmer spotted the new plow and took it home for a trial promising payment if it worked. The plow passed the test and the farmer not only brought in payment, but also ordered two additional plows.

The incorporation of polished steel into the plow provided a solution to the problem. Deere started to receive orders for his plow and he starting manufacturing them. The plow at first glance appeared homely in character, but its versatility far outweighed the task it was designed to complete.

From that point onward, John Deere was no longer the Vermont-born blacksmith who hovered on the edge of poverty.

Word spread of the Deere plow's success. In 1839 he constructed 10 plows, in 1841

the number rose to 75 and by 1842, five years after the creation of the first plow Deere's shop was turning out 100 plows a year to eager farmers. By 1846 Deere fabricated 1,000 plows per year. In 1848, Deere moved 75 miles southwest to Moline, Illinois and constructed a new factory taking full advantage of the waterpower and the transportation corridor provided by the Mississippi River. Within seven years the factory produced 13,000 plows.

During the first 10 years of operation, Deere laid down two basic principles for the company to follow. They have remained a faithful part of the company's mission statement to the present. They emphasize continued quality and product development. Deere pledged, "I will never put my name on a plow that does not have in it the best that is in me," and "If we don't improve our product, somebody else will."

It ought to be made clear that John Deere should not be credited as either inventing the plow that broke the Midwest prairie or as the inventor of the steel plow. Those are misconceptions. What Deere designed was the first plow to utilize polished steel.

Even after relinquishing control of the company to his son in 1858, Deere maintained an interest in the firm. He died at 82 on May 17, 1886. Moline officially suspended all business on the day of his funeral in honor of his accomplishments.

Today the John Deere Corporation does global business. In today's John Deere slogan everyone is informed, "Nothing runs like a Deere." In the case of Rutland and Grand Detour and Moline, Ill., there was no individual like John Deere.

Don Wickman is a freelance writer and historian.

STEEL PLOW INVENTOR NATIVE OF RUTLAND

Council Bluffs, Ia., Man Writes
Sketch of Charles H. Deere,
Big Industry Founder.

Probably but few Rutland people are aware of the fact that the man who invented the first steel plow was born in this city. Recently a sketch has been written of the life of Charles H. Deere by J. T. Hamilton of Council Bluffs, Ia., and copies of the booklet have just reached this city. In recounting his recollections of Mr. Deere Mr. Hamilton says:

"My first acquaintance with Mr. Deere began June 17, 1848, at Dixon, Ill., as he was then en route from Grand Detour to Moline, having come from Moline to visit his family, as they were still living at Grand Detour, where they remained until late in the year of 1848.

"The greater part of these memories are from my own personal knowledge, combined with statements from Mr. Deere to me at various times during years of acquaintance, and business relations.

"Mr. Deere was a native of Vermont, born at Rutland February 7, 1804. He came to Grand Detour, Ogle county, Ill., in the year, 1836, and it was there he made the famous steel plow, so well known today. Mr. Deere was a blacksmith by trade, original in his thoughts and ideas.

Made Hay Forks.

"While living in Vermont he created an innovation in hay forks by grinding the fork tines, making them smooth, so they would more easily enter the hay than when in the rough state, the type of fork which was then in general use. For this purpose he used a grindstone, as the polishing wheel was not then in use. The smoothing of the fork tines brought Mr. Deere many customers for his forks, and created a demand for them over the country. At that early date the forks were two-tined and made by the blacksmiths, and sold in the rough state as they came from the anvil. Mr. Fairbanks, the great scale builder of St. Johnsbury, Vt., seeing the improvement in the smooth tined forks made by Mr. Deere, endeavored to induce him to move to St. Johnsbury and start a factory for making forks there, but Mr. Deere—like many others of New England—wanted to see the Great West; consequently he chose the state of Illinois to build his camp fire, and there he immortalized his name as 'the great plow builder,' a household name in every farmhouse in the West.

Steel Was Imported.

"At the period Mr. Deere conceived the idea of making a plow from steel, America made no steel. All of the steel used in this country at that time was imported from England and Germany. The highest grade steel was produced in England. Mr. Deere's first job of work at Grand Detour in 1836, was the welding of a mill shaft. The inspiration of making a plow from steel came to Mr. Deere from a broken mill-saw used in a sawmill located near his shop. So it dawned upon his mind to make a plow from the broken blade, that would scour in the rich, black soil of Illinois. The experiment was a complete success from the very beginning. In producing his first plow, Mr. Deere was confronted by the thought of how to keep the polished surface smooth on the face of the mold board while shaping it. In order to do this he used a wooden mallet, which would not indent the face of the mold board, as would be the case if a hammer was used, which would indent and prevent its scouring. To shape the mold board he bent it over a log while the steel was hot; the mold board and share were of one piece in those days. Thus was given to the agricultural world a useful and much needed implement. The mill-saws, in use at the period of which I write, were the upright or jig-saw, and were about six or eight inches wide. The one used by Mr. Deere was of this type. At this time no circular saws large enough for sawing mill logs had come into use. The first plow made by Mr. Deere was sold to a farmer by name of Crandal and it was upon his farm the plow trial was made. It was most satisfactory, scouring nicely from the start. One horse was used, as it was only a six-inch plow, the saw blade from which it was made being of that width. Up to this time the plows in use were made of cast iron or of wood. The cast iron plow, then, as today, would turn over the ground and do good work in soil adapted to it. The wooden mold board has passed into oblivion, but one might be found, perhaps, in some collection of old relics.

Humble Beginnings.

"The Crandal farm where Mr. Deere tried his first plow was opposite Mr. Deere's shop—just across Rock River on the east side of the stream. Mr. Crandal had bargained with Mr. Deere for the plow if it worked satisfactorily. Mr. Deere, after the trial, shouldered the plow to take it back to his shop, but to this Mr. Crandal objected, claiming it as his, from the fact that he bought it in case it worked satisfactorily. Mr. Deere assured him he could have the plow as agreed, and only wanted to take it back to his shop to make another like it, as the saw from which he produced this one was ample to make one or two more. This saw-blade was made in Sheffield, England.

"Thus from this humble beginning has arisen the great John Deere Plow Works of today. In order to get a smooth surface upon the face of the mold board, later on, Mr. Deere had the steel plates cut to dimensions and polished in England and shipped to Naylor & Co., at New York, as they were importers of steel and iron, and from them he bought the

steel plates to make his plows.

"In shipping the polished steel plates across the ocean to New York, and thence to Grand Detour, they became somewhat rusty, and after being fashioned into plow mold boards became more or less rough; consequently, to overcome this, a grindstone was arranged to run by a horse. This gave Mr. Deere the thought of having the mold board plates shipped in the rough and ground smooth in his factory.

"At this period mentioned the polishing wheel of today had not come into use in this country. Mr. Deere was the only plow maker who would require a polishing wheel in his business. Before he quit the plow business at Grand Detour, the emery wheel was used, but I am unable to state what year Mr. Deere introduced it use.

Not a Rich Man.

"When Mr. Deere came west, money was not hanging on the bushes or floating in the streams. Mr. Deere told me he had near \$1100 on his arrival in Grand Detour, and when he moved to Moline he had nearly \$10,000, which he had produced from his 11 years' labor in Grand Detour, including the money he had when he came to Illinois, which amount would scarcely build a wire fence around the John Deere works of today.

"About 1842, Mr. Deere had associated with him in business, Leonard Andrus; the firm was known as Deere & Andrus. In 1847, Mr. Andrus purchased Mr. Deere's interest, and Mr. Deere started a small plow factory at Moline on a part of the site where the John Deere Plow Works are now situated, now employing an army of men.

"Mr. Deere was a far-sighted man and possessed the power of divining, largely, the needs of the future. The incentive for leaving Grand Detour was prompted by the fact that there was no river transportation, while the Mississippi afforded large transportation facilities north and south for hundreds of miles. All the plows made at that time had to be transported by team over the country.

"As the construction of railroads, which now thread their way over the prairies of Illinois, were scarcely dreamed of, Mr. Deere, before leaving Grand Detour, realized the necessity of a railroad in that part of the country, so he, with others, started what was known as the Military Track road, but it was never completed. Some grading was done along the line, as the farmers along the projected route bought stock in the road to be paid for in helping grade the track, and quite an amount of grading was

produce a good grade of soft plow steel that would withstand hardening process, without warping to any extent.
"Mr. Deere died at Moline, May, 1886, in his 83rd year, and death passed away an honest and honor far greater than to wear jewels of a king."

Pittsburgh, Pa., to try the mold board steel, as they were iron factors, but it did not succeed, as they, at that time, were later.
"Later there were large steel built at Pittsburgh, employed makers from the old country."

done, and in 1861, as I was traveling on horseback selling plows and occasionally see some of the grade, as I traveled in the country, which the proposed road was.
Died in 1886.
"Mr. Deere made an effort steel manufactured in this and applied to Lyon, Shorb and



Kim Cullen, above, models a John Deere 175th anniversary hat worn by everyone who attended the unveiling of a Vermont Historic Site marker in Rutland last summer, below.



ALBERT J. MARRO / STAFF PHOTOS

Deere, 5 more to join Vt. Ag Hall of Fame

By **BRUCE EDWARDS**
STAFF WRITER

John Deere and five other Vermonters will be inducted next month into the Vermont Agricultural Hall of Fame at the Champlain Valley Exposition in Essex Junction.

Those selected are being honored for making agriculture their life's passion, said Jackie Folsom, chairwoman of the Vermont Agricultural Hall of Fame.

"It mostly has to do with people who promote agriculture, who don't actually promote agriculture for economic or financial gain," Folsom said. "But because they feel it's important to them ... they work with young people, or the next generation, or people who are involved in farming ..."

Deere (1804-1886) was a Rutland native who apprenticed with local blacksmiths before moving to the Midwest where he invented the steel plow. The global farm implement company bears his name to this day.

Honoring Vermonters who have made a significant contribution to agriculture began 11 years ago. In Deere's case, he was one of the first nominees but had to wait until this year to be inducted.

Folsom said Deere's nomination was promoted by Glenn Rogers, a former University of Vermont Extension Service agent.

"The challenge for the committee is to make a nice mix of people who we are going to honor posthumously and people who are still around," she said.

Once someone is nominated, Folsom said the nomination remains active and is taken up again.

Other 2013 inductees include:

- Darby Bradley, for his work to conserve forest and farmland throughout the state.
- Sam Cutting III, who was recognized for his leadership in research, marketing and regulatory issues in the maple industry.
- Robert Davis, former manager of Cabot Creamery Cooperative and owner of Maple Glen farm.

Two are being honored posthumously:

- Elizabeth Carr, a former UVM Extension Service educator.

■ Thomas Magnan, a former dairy farmer and leader in state and national dairy organizations.

The inductees will be honored Aug. 28 during a luncheon at the Champlain Valley Exposition.

During the ceremonies, black and white photos of the 2012 inductees will be displayed. Last year's inductees included Roger



John Deere

Allbee, Anne Burke, David Grimm, Woody Pankey Jr., and Stephen Woodard.

Photos of this year's class will be displayed next year.

Photographs of the 52 inductees are already on display in the entryway of the Robert E. Miller Building and can be viewed during the fair and throughout the year.

Nomination forms are available on the Exposition website (cvexpo.org) and can be submitted any time.

For more information about the event, contact Folsom at crkdbks@aol.com or call 426-3579.

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MONDAY, APRIL 29, 2013

RUTLANDHERALD.COM

Historical Society to honor Vt. pilot

By GORDON DRITSCHLO
STAFF WRITER

Who is George Schmitt?

It's a question James Davidson of the Rutland Historical Society says is understandable.

Schmitt, who will be honored this week with a historical marker at the Rutland fairgrounds, set a handful of aviation records in the early days of flight, became the first pilot to fly from the Atlantic to the Pacific, and, in 1913, had the less happy distinction of being Vermont's first aviation fatality at the age of 21.

"We have to realize, this happened 100 years ago," Davidson said. "There's nobody who was at the event or read about it in the newspaper — it was too long ago. ... That's what the historical society is all about — making sure those other periods of time that have slipped by are understood."

The marker commemorating Schmitt will be unveiled at 1 p.m. Wednesday in a small ceremony.

"He flew over many parts of the U.S.," Davidson said. "He flew over two continents that comprise the Western Hemisphere. He's not just a local yokel, but he's an early international aviator."

Schmitt's story is told in a quarterly published by the Rutland Historical Society and available on their website, rutlandhistory.com. Born in New York City in 1892, Schmitt was still a child when he came to Rutland. His father, George Schmitt Sr., was a German immigrant and owner of Marble City Bakery. The family lived on Royce Street.

The younger Schmitt graduated from Rutland High School in 1910 and left to study electrical work at a New York trade school.

His studies were shortlived, though, as the sky beckoned.

It was seven years since Kitty Hawk, and pilots around the country were putting on exhibitions to rapt crowds. Schmitt had already dabbled in building gliders, and at his trade school in New York he found himself making repeat visits to a Long Island airfield. He bought a biplane with the help of several local backers, intending to show it off at the 1910 fair in Rutland, but it never got far enough off the ground.

Undaunted by that early failure, Schmitt continued to learn to fly, and soon formed an aviation company that put on exhibitions, mostly at fairs in the Northeast. In 1911, he set an altitude record for New York state, getting his plane above 5,000 feet. He also set a world speed record for biplanes, traveling 24 miles between two Ohio towns in 16 minutes.

Schmitt finally made a successful flight at the Rutland fair in 1912. From there, he toured the Caribbean, Central America and the northern part of South America. A flight over the Isthmus of Panama made him the first aviator to cross from the Atlantic to the Pacific Ocean.

Returning to Rutland for the fair in 1913, Schmitt took up passengers. It was on one of these flights he crashed into a nearby field. He was rushed to the hospital, where he died four hours later. His passenger, 22-year-old lawyer J. Dyer Spellman, survived.

RUTLANDHERALD.COM

Thursday, May 2, 2013

Rutland recalls aviation pioneer

By GORDON DRITSCHLO
STAFF WRITER

John Dumville, the section chief for Vermont's historic sites, said he had not even heard of George Schmitt when he was first approached about commemorating the early Rutland aviator.

"Now we've got a marker on this incredible man," he said Wednesday.

The marker commemorating Schmitt's achievements was dedicated at the Vermont State Fairgrounds in front of an audience of 30.

Born in 1892, Schmitt set a number of records in the early days of aviation, touring the Caribbean and South America before returning to Rutland, where he became Vermont's first aviation fatality during an exhibition at the fair in 1913.

Largely forgotten locally, Schmitt's memory was revived through the efforts of Nakki Goranin of Burlington. Goranin, who is writing a book on Schmitt, said she learned of the pilot after finding photographs of him at an estate sale 23 years ago. She said one picture carried the caption "Vermont's first aviator."

"I became very curious," she said.

Goranin said she spent the following two decades gathering information on Schmitt, even going door-to-door in Rutland looking for people who knew about him. She said she learned that he started drawing diagrams of gliders at the age of 8 or 9 and was drawn to an early aviation Mecca in Long Island.

He was taught to fly by some of aviation's early pioneers and got numerous Rutland shop owners



ALBERT J. MARRO / STAFF PHOTO

A historic site marker at the Vermont State Fairgrounds honors George Schmitt, a local aviation pioneer and the first aviation fatality in Vermont. The marker is near the front gate of the fairgrounds on South Main Street.

to buy him a plane in an effort to have the first flight in Vermont take place at the Rutland fair.

"This is 17 years before the community of St. Louis bought Charles Lindberg his plane," Goranin said. "This wasn't happening anywhere else, but it happened here in Vermont."

That flight failed, but Schmitt managed to create a touring company that put on exhibitions in South America and the Caribbean.

"He was the first person to fly in many places in South America,"

Goranin said. "He was the first person to fly from the Atlantic to the Pacific over Panama — it was a little narrow, but he was the first. ... He was 19, 20 years old. He did more than most people do in a full life."

One of the countries he flew over was Colombia. Mauricio Umana, a Colombian expert on Schmitt who attended the dedication, said that visit is noted as the beginning of aviation in that country.

Goranin said Schmitt's death was noted globally and that regional media continued writing about it for weeks.

"He needs to be remembered," she said. "He was an important person. ... His life was very rich. For me, he's really a lesson for the next generation of young kids. I want them to know what can be achieved at such a young age."

Schmitt died childless, but his niece, Janet Soukup of Mendham, N.J., spoke at the dedication. A helicopter flew low over the fairgrounds as she began her remarks.

"We hear a plane flying over so often now, we take it for granted what flight is," she said.

gordon.dritschlo@rutlandherald.com



ALBERT J. MARRO / STAFF PHOTO

Two world authorities on the brief aviation career of George Schmitt were on hand for the dedication of an historical site marker honoring the pioneer flyer. At left is Mauricio Umana who flew in from Columbia, and on the right is Nakki Goranin of Burlington. Goranin has written a soon to be published book on Schmitt.



ALBERT J. MARRO / STAFF PHOTO

Members of the Schmitt family on hand for Wednesday's dedication of a new historic site marker honoring George Schmitt and his brother Charles Schmitt. Among those on hand are descendents of the pair, from left, Cheri Soukup, Janet Schmitt Soukup and Charles Schmitt.

A LOT OF WOMEN ARE LATELY GETTING AN EPIDEMIC OF THE EGYPTIAN FLU.
THEY'RE BECOMING MUMMIES.

• IF ATHLETES HAVE ATHELETE'S FOOT,
THEN WHAT DO ASTRONAUTS HAVE?

MISTLE TOE, OF COURSE.

• I HEARD A MAN BEING INTRODUCED THE
OTHER DAY LIKE THIS:

THIS FELLOW MUST BE A FARMER BECAUSE
HE'S OUTSTANDING IN HIS FIELD.

• WHAT IS THE RECIPE FOR HONEYMOON SALAD?
LETTUCE ALONE WITHOUT DRESSING.

• DO YOU KNOW WHAT YOU GET WHEN THERE ARE
THIRTY RABBITS IN A ROW MARCHING BACKWARDS?
YOU HAVE A RECEDING HAIRLINE.

• DID YOU KNOW THAT DURING THE AMERICAN
REVOLUTION THE AMERICANS USED CHICKENS TO DO
SENTRY DUTY? FROM WHICH WE GET THE TERM
"CHICKEN CATCH A TORY."

• WHAT HAPPENS WHEN YOU STERILIZE A COW?
SHE'S DECAFFEINATED.

• I'M SURE YOU KNOW THAT SEVEN DAYS IN
BED MAKES ONE WEAK.

• WHY DOES IT TAKE LONGER TO RUN FROM
SECOND BASE TO THIRD BASE, THAN FROM FIRST
BASE TO SECOND BASE?

BECAUSE THERE'S A SHORTSTOP IN BETWEEN.

• WHY WERE KING ARTHUR'S DAYS CALLED
THE DARK AGES?

BECAUSE THEY HAD SO MANY KNIGHTS.

• WHY IN CHURCH DO WE SAY AMEN
INSTEAD OF AWOMEN?

BECAUSE WE SING HYMNS, NOT HERS.

• WHY DO YOU GO TO BED AT NIGHT?
BECAUSE THE BED WON'T COME TO YOU.

• WHAT IS THE GREATEST WORLDWIDE USE
OF COWHIDE?

TO HOLD COWS TOGETHER.

• ON WHAT DAY ARE MORE BABIES BORN THAN
ANY OTHER DAY OF THE YEAR?

AND OF COURSE, THE ANSWER IS ON LABOR DAY.

FRIDAY, MAY 31, 2013

◆ RUTLANDHERALD.COM

Track record

Rutland depot awarded historical marker

By **COURTNEY PARKER**
CORRESPONDENT

Local rail enthusiasts joined the Rutland Railway Association and guests of the Rutland Railroad Museum as they celebrated the recently awarded historical marker noting the location of the Center Rutland Depot.

Located off Route 4 in Center Rutland, the 100-year-old depot served as the junction of the former Rutland Railroad and the Delaware and Hudson Railroad.

"It's a fairly unique location," said association secretary Peter Fisk. "It's one of the only depots of its kind that still stands at the junction of two major railroads."

The green cast steel marker, which gives a brief description of the site, was installed at the corner of Depot Lane, just a short distance from the museum and station.

Jim Davidson, curator of the Rutland His-

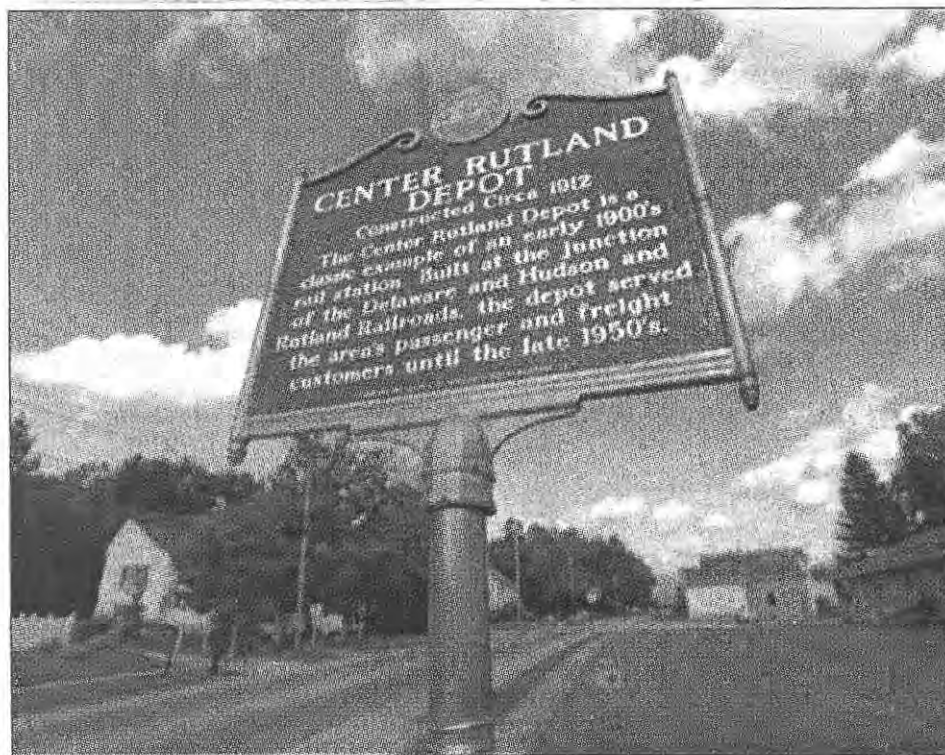
torical Society, opened the ceremony, thanking those in attendance for their ongoing support and dedication to the project.

"Change is inevitable," said Davidson, who went on to explain the constantly changing, but vital, role Vermont railways have played throughout the years.

Rep. Herb Russell, D-Rutland, a longtime railway supporter, also spoke of the depot's history. He recommended the initial installation of the sign and he said he hopes the new marker will attract more visitors to the historical location.

"It's a gem in the center of Rutland," he said of the museum and depot.

After the ceremony, guests took a tour of the museum, including a demonstration of the operating model trains set up in the rear of the station.



VYTO STARINSKAS / STAFF PHOTO

A new marker designates the Center Rutland Depot as a historic location.

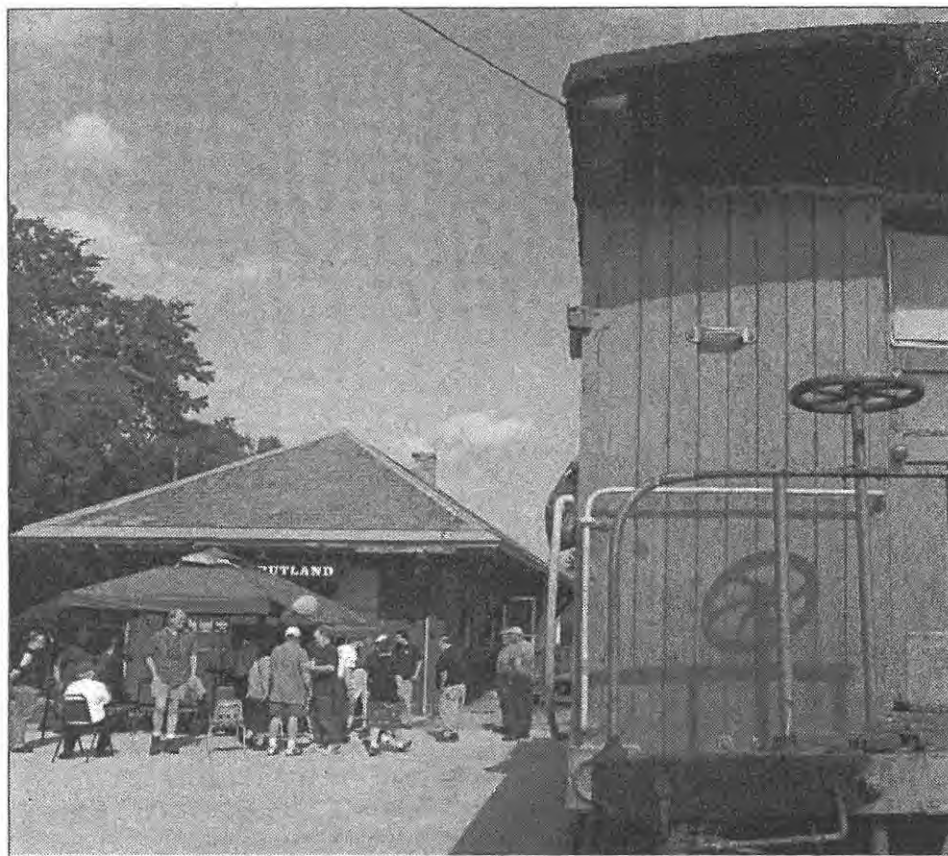
During the celebration, guests even experienced a freight train plowing through the depot, sending subtle vibrations through the museum.

"They have a nice collection of history and artifacts," said Ken Flowers of Castleton.

Flowers has shared an avid interest in trains for more than 40 years and found the dedication ceremony to be the perfect opportunity to explore the highly anticipated museum.

Filled with antique train lanterns, lights, bells and miniature train replicas, the museum brought Flowers back to his childhood days as a frequent train passenger.

"I used to ride them all the time," said Flowers. "I just love trains."



VYTO STARINSKAS / STAFF PHOTO

A small gathering commemorates the new marker for the Center Rutland Depot marker off Route 4A.

Chester to honor long-lost war hero

By **CHRISTIAN AVARD**
STAFF WRITER

CHESTER—The Chester Historical Society is one step closer to honoring the town's longest hero.

The Chester Freemasons donated \$5,000 to the Chester Historical Society on Monday to erect a monument in honor of Merritt Edson, a decorated war veteran and former Chester resident. Ron Patch of the Chester Historical Society said the monument will be unveiled Aug. 15, 2015, 100 years after Edson joined the U.S. Marine Corps.

Among many other honors, Edson won the Medal of Honor — the nation's highest military award for valor

— in World War II at Guadalcanal.

According to Patch, Edson's Chester roots go all the way back to the late 1700s. Edson's relatives moved from Bridgewater, Mass., in 1785 and settled in Grafton. They moved to Chester in 1790 and owned farmland in an area now known as Popple Dungeon Road.

Edson's father moved his family to Rutland to work as a foreman at a local creamery. Merritt Edson was born in Rutland in 1897, but his family decided to move back

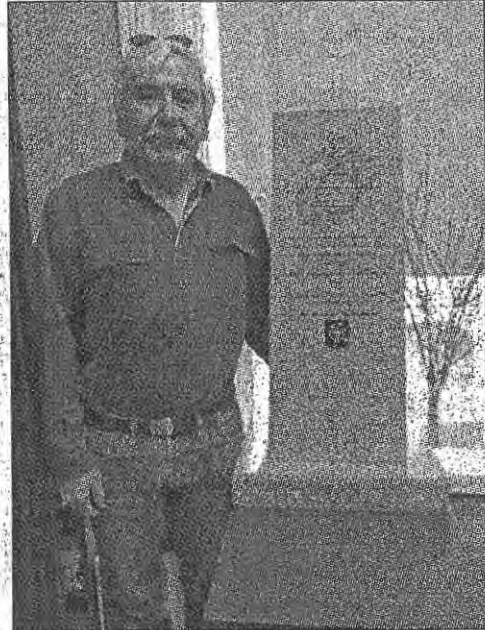
to Chester one year later, Patch said.

The city of Rutland honored Edson recently by naming a bridge downtown

after the former Marine and installing a commemorative plaque. Although he is celebrated for the short time he lived in Rutland, Patch said it was important that Chester also honor the man who grew up there.

"I'm not finding fault with it, but if Rutland can do this much for someone who only lived in their town for a year, then certainly we can do something for someone who attended 12 years of school in Chester," Patch said.

The monument will be made from granite, stand 7 feet 2 inches tall and have four sides, each commemorating a different aspect of Edson's life. One side will include his early life in the Marines and at college, another side will list the numerous battles and wars he fought



Ron Patch of the Chester Historical Society stands next to a replica monument honoring Merritt Edson, a decorated Marine Corps veteran who grew up in Chester. Patch said the monument will be erected Aug. 15, 2015, 100 years after Edson joined the Marine Corps.

CHRISTIAN AVARD STAFF PHOTO

in, another will display the medals and honors he earned in the Marines, and the fourth will document Edson's postwar life.

Rock of Ages in Barre Town will build the monument, and it will be placed on the south end of the green in Chester village. The spot is historically significant, according to Patch, because it was the same location where Edson spoke to 2,500 residents after his World War II service in 1946.

Patch said the unveiling ceremony will be a special event for the town. He is organizing a parade led by the U.S. Marine Corps Color Guard, U.S. Marine Corps Band, Vermont State Police, American Legion and Veterans of Foreign Wars chapters, grand officers from numerous Masonic lodges and a flyover by four F/A-18 fighter jets.

Edson not only served in the Marines, but he

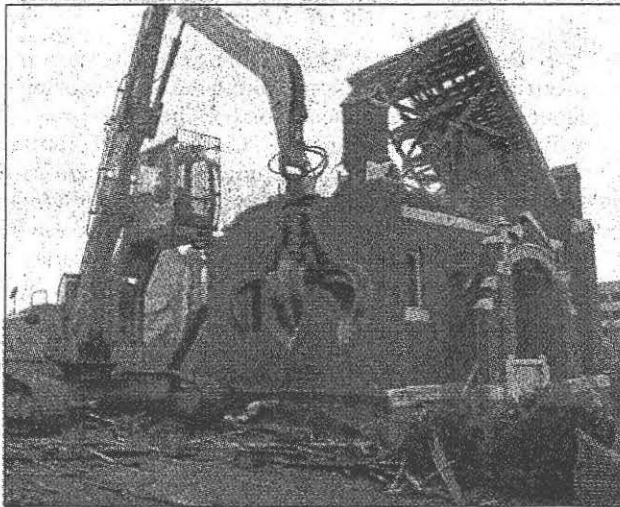
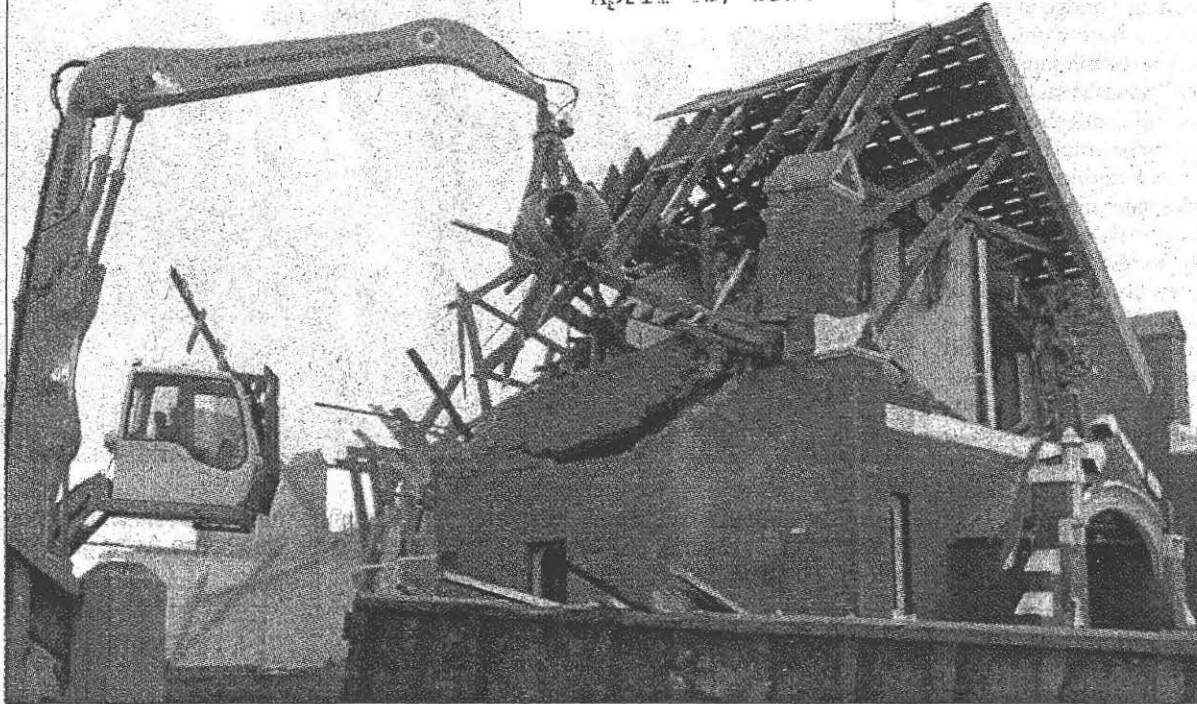
was the first Vermont State Police commissioner, a Freemason and an aviator. Patch said Edson also served as executive director of the National Rifle Association from 1951 to 1953, earned the nickname "Red Mike" and served 44 consecutive months in combat, the longest any Marine Corps member has ever served.

"This guy from Chester, who was just a farmer, went on to a career that the rest of us could just imagine," Patch said. "The fact is few people in town had ever heard of him. He just escaped under the radar. If there's one true hero of the town of Chester, he is the man."

The Chester Historical Society must raise an additional \$6,000 to reach its fundraising goal. To donate, send a check to the Chester Historical Society, P.O. Box 118 Chester, VT 05143.

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Rutland Daily Herald
April 12, 2011



CRISTINA KUMKA / STAFF PHOTOS

The DEW Construction crew demolishes the former Hope Community Advent Christian Church on Monday. For a photo gallery, see rutlandherald.com.

West Street demolition

Crew clears the way for new CCV campus

By **GORDON DRITSCHILLO**
STAFF WRITER

35

Demolition to make way for the new Community College of Vermont campus on West Street is expected to be finished by the end of the week.

The first of the three buildings, the former Stewart's Shop, came down late last week.

"That gives us the staging area for the church," Michael Smith, project manager for DEW Construction, said Monday. "Then we march up the hill and take the last building down."

By Monday afternoon, what was once the Hope Community Advent Christian Church was a pile of brick, leaving only the former Phototec building to take down.

Smith said that while trucks will

come and go to cart away debris, heavy machinery is being contained on-site, keeping traffic disruptions to a minimum.

CCV announced last week it plans to hold a groundbreaking ceremony for the

new campus, which it will lease from DEW.

The company plans to construct a three-story building totaling 32,241 square feet in a project totaling more than \$8 million. The building will serve as CCV's new Rutland home, replacing the 12,000-square-foot building on Evelyn Street that has housed it in recent years. CCV's president said last year that the student population had grown 58 percent in five years, reaching 900, and that it was the second-fastest growing segment of the school.

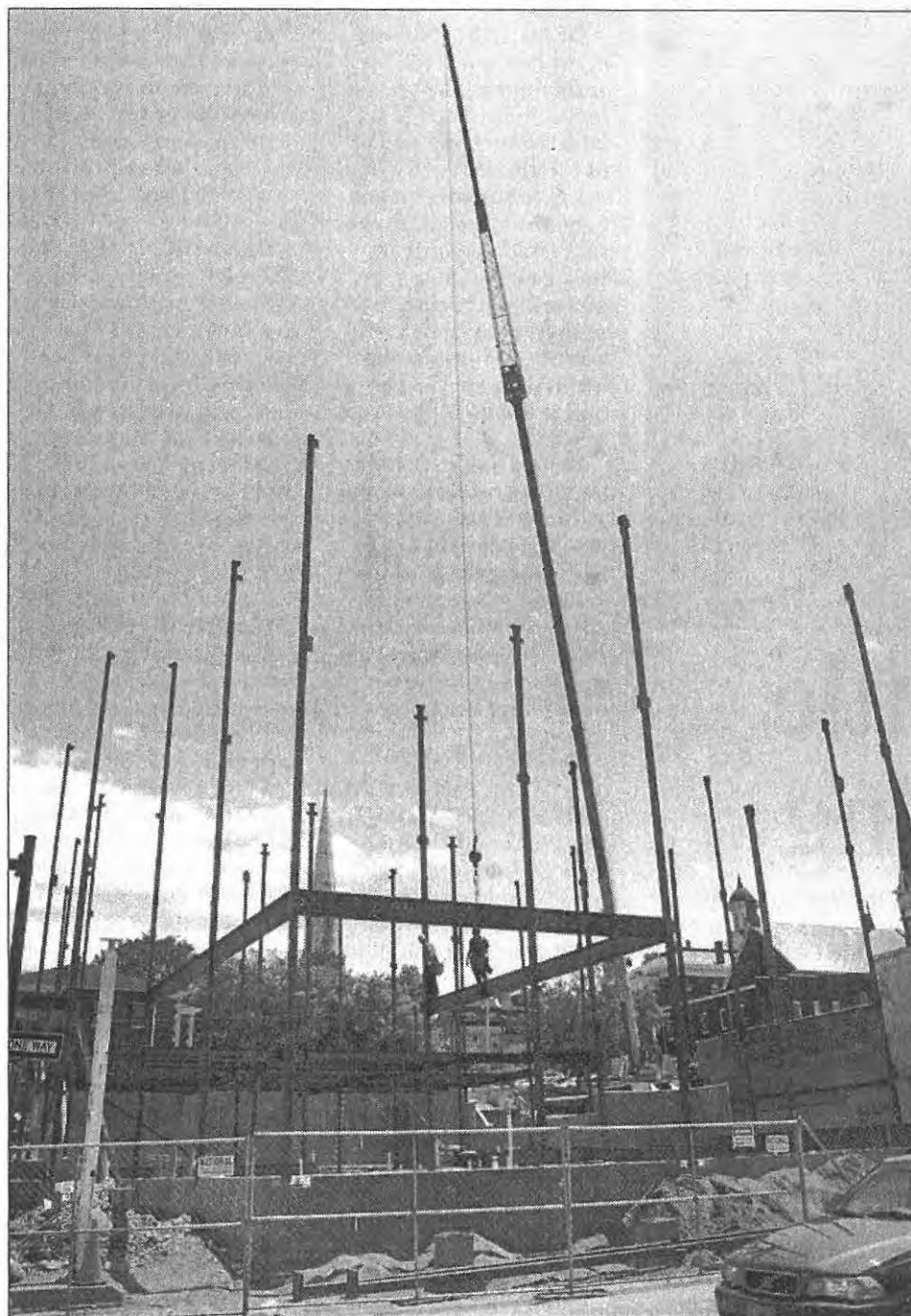
In December, the Vermont Economic Development Authority announced a direct loan of \$350,000 for the project and another \$5.5 million in financing assistance.

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Sunday, June 12, 2011

The Rutland Herald

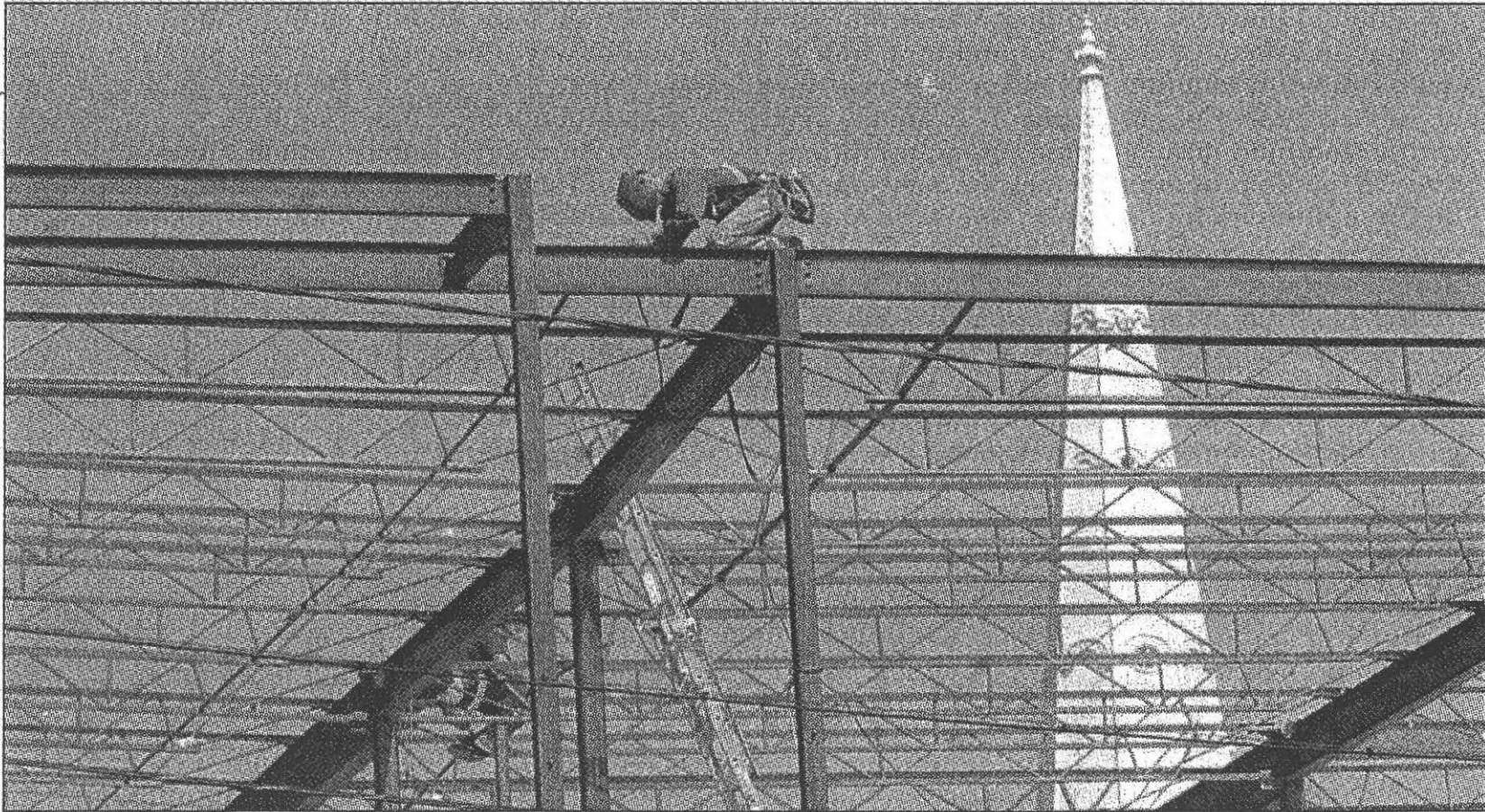
EDUCATIONAL SUPPORT



ALBERT J. MARRO / STAFF PHOTO

A large crane places steel girders at the future home of Community College of Vermont's Rutland campus. Belden Corp. of Rutland is the general contractor for the project.

WILD BLUE YONDER



VYTO STARINSKAS / STAFF PHOTO

The steel is put up for the new Community College of Vermont building at the intersection of West and Wales streets in Rutland on Monday.

R.D.H.-6-21-77

CCV prepares new campus center

38

Spring semester starts Jan. 23

By Lou Varricchio

newmarketpress@denpubs.com

RUTLAND—The Community College of Vermont is poised to open a high-tech, 21st-century, multi-million dollar downtown campus building on West Street in Rutland that it believes will be the model facility for similar urban public colleges around the region.

A leading presence in Rutland's academic community since 1981, the new CCV facility is likely to become the institution's flagship campus south of the Burlington area.

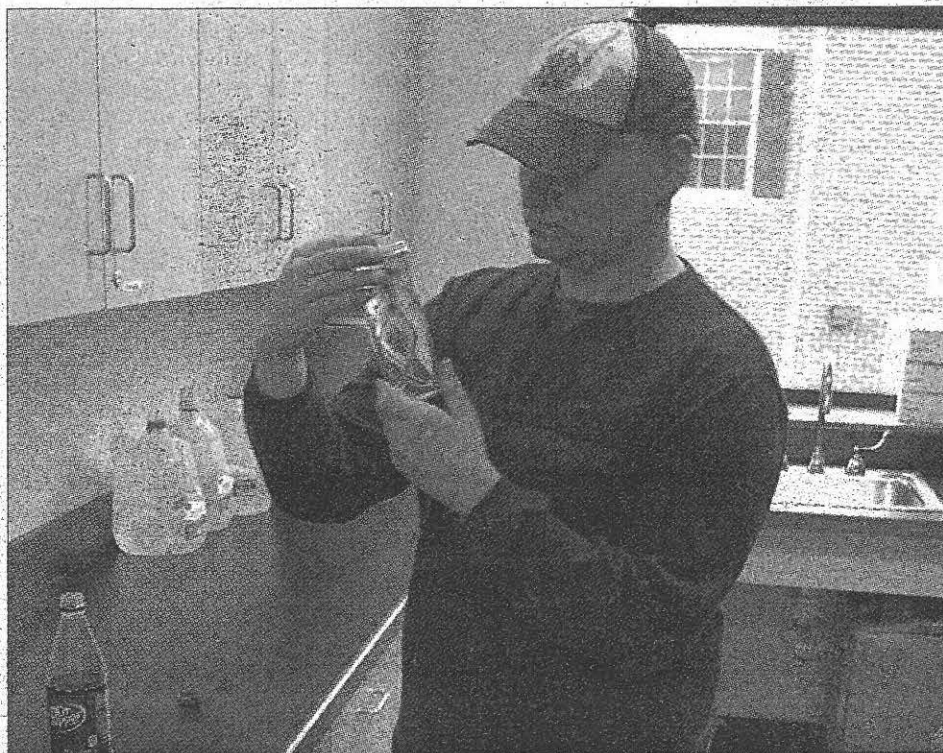
The new building, built by DEW Construction Corp. of Williston, will boost CCV's already positive image throughout southern Vermont with its state-of-the-art classrooms, art rooms,

study areas, and science labs equipped with spill sinks, glassware, electronic lecterns and projectors, chemistry and biology storage units as well as fume-hood areas.

This newspaper received a preview of the building which opened, unofficially, just a week ago to deadline-driven movers and work-detail crews.

Staff members and work study students are busy preparing the building for its official Jan. 23 opening. Then, 800 students will pour through the entrance doors to return to classes during the spring semester.

"Rutland is now the college's second largest academic center," said Christopher Etori, who acts as both the campus operations and administrative manager, as



Environmental science major Greg Lambert of Fair Haven inspects a recently unpacked frog specimen in one of the science labs.

Photos by Lou Varricchio

well as an instructor. "We're one of 12 campus centers throughout the state."

CCV Rutland currently serves 800 students from the Rutland and Windsor counties as well as a growing number from Addison and Bennington counties.

"We've seen a 30 percent growth in enrollment in just five years," according to Etori. "That's why we decided to build a new facility and move out of our old 16,000-square-foot Evelyn Street campus."

Etori, along with Robin Dutcher, CCV's public relations coordinator, we're beaming like the proud parents of a new baby.

"We're very thrilled with this new space," Dutcher. "It's a showcase."

According to Etori, the new building doubles the size of CCV's former space on Evelyn Street.

This new building encompasses 32,000 square feet of teaching and administrative space.

"This new space will really help support a growing demand in this region for art and science courses," Etori said. "I should mention that environmental science and allied-health classes are the fastest growing areas of interests for

The three-story building includes a reception area, faculty lounge, 24 classrooms, meeting areas, four computer labs with 100 desktop computers available to students, pottery kiln and throwing wheels.

CCV faculty are employed part-time and do not have offices, so the new faculty lounge doubles as a lunch room and gathering/staging area for instructors. For private consultations with students, instructors will meet in the facility's private meeting rooms.

A WiFi wireless service inside the building enables students and faculty to access the Internet on laptops anywhere within the 32,000-square-foot building.

Etori said college officials are especially proud of significantly reducing the institution's waste stream, turning to more "green" ways of doing things including beefed up recycling efforts, plus installing several, unique electronic watering stations for the growing number of college students who like to bring reusable drinking bottles to glass.

Two entrances, one on the ground floor facing West Street, and a second entryway off of the elevated visitors parking lot on the east side of the building, provide easy and safe passage into the building.

CCV Rutland students can purchase a discounted parking permit for use at the nearby municipal parking garage.

The garage is less than a half block walk from campus, so students can dash to and from class during bad weather without getting too wet. The municipal space is also a key downtown bus stop for those students and faculty using Rutland metro public transportation.

CCV boasts that its students are a key part of the community—and it's true by all accounts. Local business data shows that with over 900 students in downtown Rutland every week, while class is in session, retailers enjoy the benefits.

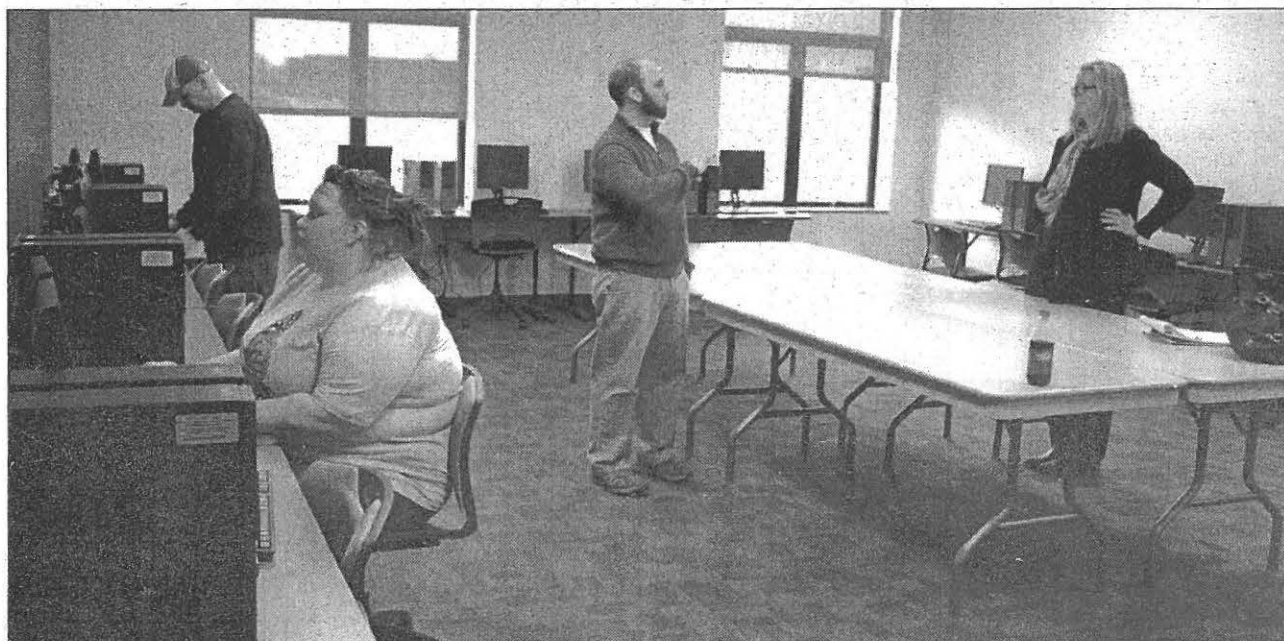
"Our students live here and 80 percent attend college part-time—they rent and own homes, work in the area, shop at local stores, and pay local and state taxes," Etori said.

Overall, CCV's new campus facility has been well planned. Nearly every detail has been considered and incorporated into the campus plan, especially for the college's number one customer—students.

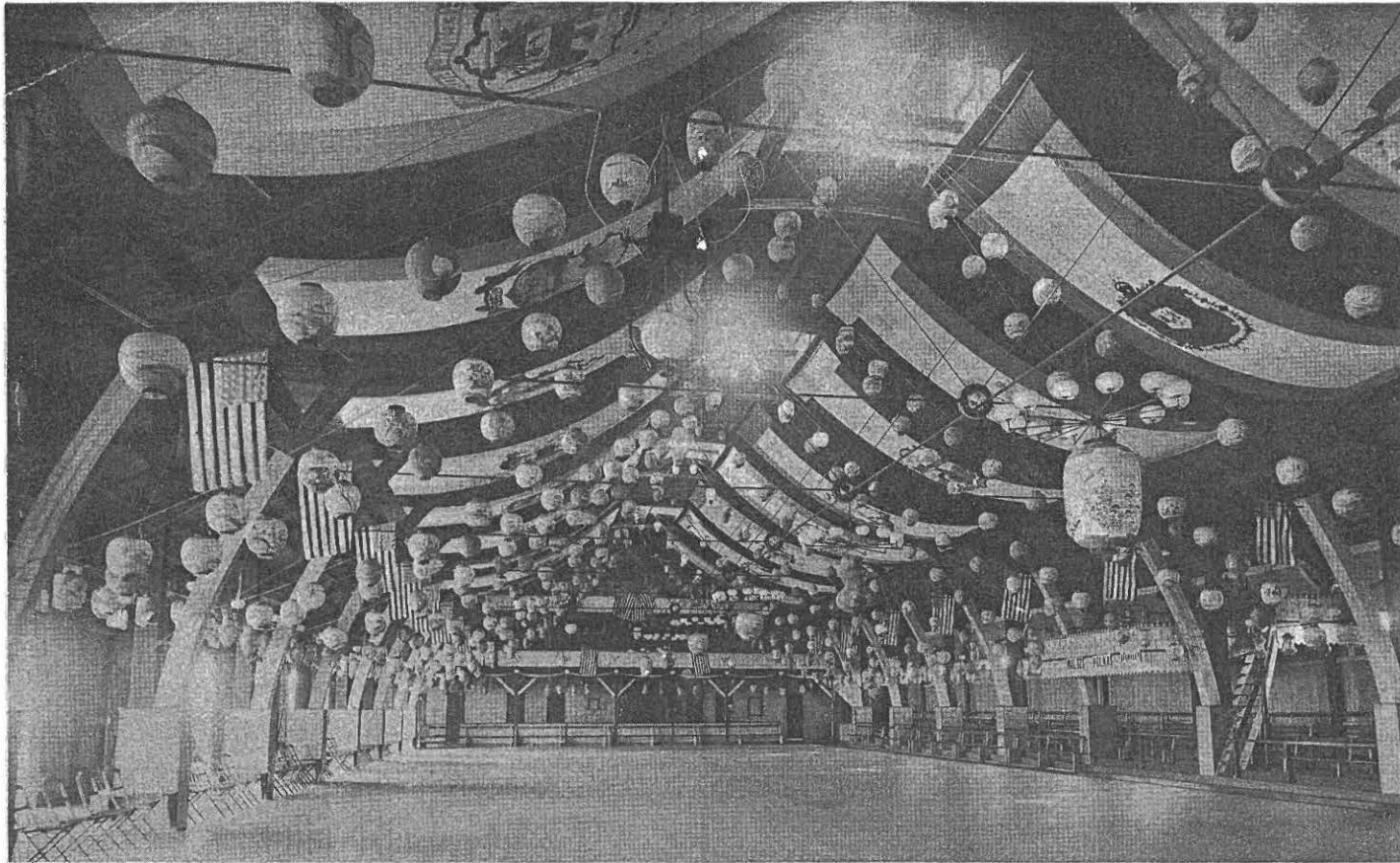


The front entrance of the new CCV campus center at 60 West St. in downtown Rutland.

Photos by Lou Varricchio



Kelli Hennessey, a liberal arts major from Benson, works on a P.C. in the computer lab while student Greg Lambert and Christ Ettori and Robin Dutcher prepare the space for first day of class, Jan. 23.



Rutland Bicycle Club Rink, Church Street. 7/4/84.

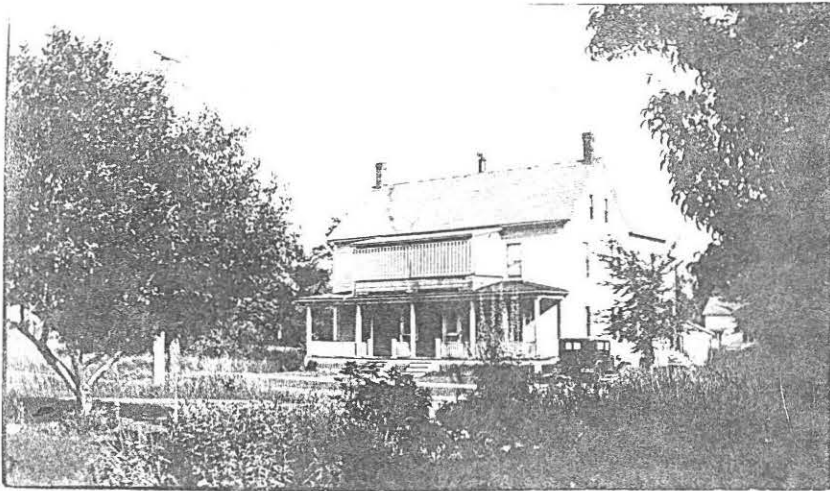
So reads the pencilled caption of a photograph presented to the Society early this fall by Florence Colvin Knapp, wife of the Reverend W. T. Knapp who recently celebrated the Fiftieth anniversary of his ordination as a minister.

Back in October 1970 our first issue reproduced a photograph of a group of young men with a Rutland pennant in the background. No positive identification of either the group or any individuals has been made. To make a long story short, research in the microfilms of the *Daily Herald and Globe* in the Rutland Public Library and the Real Estate records in the vault at City Hall has definitely disclosed that A. S. Marshall, F. G. Tuttle and C. G. Ross were trustees of the Club and that the rink was located on the site now occupied by numbers 60 to 66A Church Street. There is evidence that this building after its short life as a rink, served as a shirt factory and an early plant of the Marble City Electric Co.



STAFF FILE PHOTO

The former CVPS building in this undated file photo. 50's



42-44
Edgerton

RUTLAND DIRECTORY 1911

45

HOTEL OXFORD

F. C. WILSON, PROPR.



American and

European.....

Remodeled throughout and enlarged

Convenient and up-to-date Hotel

The BEST in season
for the table :: ::

Strictly FIRST CLASS

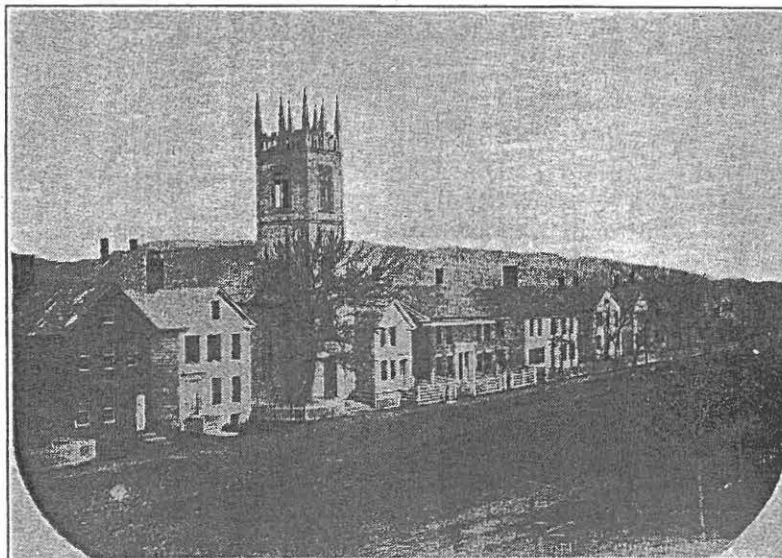
Rates by the Day or Week

Telephone Connection

OPPOSITE DEPOT

55 Merchants Row

Rutland, Vermont



The Elder Trinity Church—1832-1865.

The first Episcopal Church was of wood, and was consecrated in 1832, designed in Gothic by its gifted consecrator, Rt. Rev. John Henry Hopkins, D. D., who also served for a year as its rector at a much later date, and after the close of the faithful ministry of nearly thirty years of its first Rector, the Rev. Dr. John A. Hicks. It had an Early English belfry tower, was heated by stoves, had originally a "three-decker" pulpit of somewhat surprising altitude, to which access was had by a winding staircase, from which banns of Marriage were proclaimed until the Church was abandoned in 1865. It stood on the west side of North Main Street, not far from the intersection of West Street.

RUTLAND DIRECTORY 1913

THE RUTLAND COUNTY NATIONAL BANK

RUTLAND, VERMONT

CHARTERED 1864

CAPITAL, \$100,000

SURPLUS, \$50,000



"IN THE HEART OF THE BUSINESS DISTRICT"

The same locality for FORTY YEARS, and always at the service of the public
in any department of banking

BUSINESS PERSONAL SAVINGS
ACCOUNTS SOLICITED

RUTLAND DIRECTORY 1913



THE HOME OF GOOD PRINTING



Here's a copy of the photo I showed you at Seward's. Son Jerry copied the photo onto his computer and enhanced the contrast so that the details are clearer. Then he printed this on his computer.

If the historical society wants a photographic print, he is planning to put it on a disc and have some copies made at the studio.

David Dickinson has the original photograph.

 Center Rutland
The old Shedd family store at
old rt. 4 west at East Proctor Road corner
The store burned down.



Rutland Daily Herald
March 14, 1952

Herald Photo—Merusi.

John R. Brooks (right), who will be manager of the Samica corporation, a new industry that will be established here, is welcomed to the Rutland Chamber of Commerce banquet meeting by retiring chamber president, Samuel Stowell. Brooks outlined the reasons why his company decided to locate in this city.

Samica Corp. To Build Plant Here

Subsidiary of Schenectady Firm to Begin Construction May 1.

The Samica corporation, a subsidiary of the Mica Insulator company of Schenectady, N. Y., will build a large plant here this summer for the manufacture of mica paper, it was announced last night at the annual meeting of the Rutland Chamber of Commerce.

Construction of the new plant is planned to start on May 1, and production to begin by September 1, it was announced by the president of the corporation, M. A. Chapman of Schenectady, who is also president of the Mica Insulator company and has a summer home in Dorset. The manager of the new plant, John R. Brooks, will live in Rutland.

The manufacture of paper from mica for electrical insulation is new in this country. The corporation's statement said that during the first year of operation, while the process is being developed, it is expected that no more than 20 men will be employed. When production for the market is under way in the first unit of the plant, two more shifts of 10 men each will be added, making total employment of 40 men in the first unit of the plant.

The plan will start with only one production unit. However, it is anticipated by the company that more units will be installed as the process is developed. The main building of the plant will be 80 feet by 200 feet with a wing 80 feet by 30 feet. There will also be a separate building for mica storage.

The company statement said that it wishes to use local men for the operation with the exception of necessary managerial and technical personnel who will be transferred to Rutland from Schenectady. All employees will be men except the office force.

The new Samica plan, the first entirely new industrial plant to be built here in many years, will be located along the Cold river east of Route 7 and near the Rutland railroad in the town of Rutland. It will be built on land purchased from Abe Newman by the Rutland Development corporation and re-

(Continued on Page 15.)

sold to Samica. The Development corporation will retain approximately 25 acres of the land for other industrial prospects.

The statement of Samica said that "the decision to locate the plant in Rutland was prompted primarily due to the efforts of the Chamber of Commerce and the Rutland Development corporation and the excellent water supply from Cold river. The pioneering work of contacting and inducing this company to settle here was accomplished by Messrs. Albert Cree, Malcolm Hatch, Sam Stowell, Ernest Hathaway and Robert Mitchell. Samica corporation wishes to express their appreciation for the co-operation extended by everyone."

The Samica plant, according to the announcement, will be designed by the local architectural firm of Webber and Erickson and "every effort will be made to complement the natural beauty of the surroundings with the design and layout of the plant. Local contractors and labor will receive full advantage of handling the construction with competitive bidding by outside contractors."

The company description of the new mica product said "Samica paper will be processed somewhat like that of pulp paper on a special Fourdrinier paper machine. It is expected that this material will cause a revolutionary change in the electrical insulation field. It will, in a large part, replace mica splittings which are almost wholly furnished by imported mica. Mica from mine waste and scrap can be used which will open a market for the micas from the United States. Samica paper will be sold to companies forming electrical insulation.

"A few of the applications of this insulation are in generator and motor commutator segments, slot cells, coil forms, high tension terminals, radio tube supports, soldering irons and electric toasters.

"As there are no satisfactory substitutes for mica in electrical insulation, this new Samica paper is of extreme strategic importance due to any possibility of a stoppage of imported mica.

"The credit for the first processing of mica into continuous sheets belongs to a Frenchman, Jacques Bardet. After considerable experimenting a processing plant was built in France. This plant is at this time supplying Samica corporation with the Samica paper for introductory sales to the electrical industry. When the Rutland plant is operating it will furnish this supply."

Group to Aid New Firm

Rutland Development Corp. to Finance \$10,000 Access Road to Samica Plant.

The Rutland Development corporation has agreed to finance the construction of an access road from Route 7 to the proposed site of the Samica corporation on the Abe Newman farm at a cost of between \$10,000 and \$11,000, it was learned yesterday.

Albert A. Cree, president of the corporation, also outlined how the group purchased the land on which the new plant of the Samica corporation will be constructed this summer.

He said the corporation purchased 50 acres, 25 of which was resold to the Samica corporation and the other 25 acres held as a possible location for another new industry for the city.

Cree added, however, the Samica corporation has first refusal of the additional land at the same price it would be offered to another concern.

The promise to construct the access road from Route 7 to the site of the proposed new plant, construction of which will be started as soon as possible, was part of the agreement which brought the Samica corporation to this area, Cree explained.

He said the Rutland Development corporation, in order to raise money to purchase the land and construct the road, dipped heavily into its reserve account and also took a mortgage on its parking lot property at the corner of Willow and Edson streets, which earlier in the year had been offered for sale to the city of Rutland.

Action on the part of the Development corporation, Cree said, was along the lines of the purpose of the group, which is to work for the development of the city of Rutland.

John R. Brooks, who will manage the Samica corporation plant here, said the original plant will be one story, 80 feet by 200 feet with a 30 by 80 foot wing, plans for which are already being drawn by the architectural firm of Webber & Erickson.

Bids will be sought for construction of the plant, Brooks declared, and added he hoped local contractors would bid on the contract and that local building craftsmen would be used in its construction.

Samica Corporation Seeks Bids for Building Plant

Plans Call for Completion of Construction by Middle of September With Operations to Get Underway Here With One Shift Employed by December.

Samica corporation, Rutland's newest industry, expects to award a building contract in about two weeks for its new plant, John R. Brooks, manager, said yesterday. The corporation advertised for bids Saturday for the plant to be built along the Cold river and the Rutland railroad east of Route 7 in the town of Rutland.

Plans call for finishing the buildings about the middle of September with operations to get underway by December, Brooks said.

Twenty men, mostly Rutland area residents, will be employed at the plant by December on one shift. With the development of expected expanded production, two additional shifts of 20 men each will be added, according to the manager.

Webber & Erickson, Rutland architectural firm, designed the clean-cut, one-floor building which will be located approximately one-half mile from Route 7.

The main building of concrete blocks will be about 80 feet wide by 200 feet long. A wing to house the water filter and boiler rooms will be 30x80 feet.

A storage shed 40x100 feet will be built about 140 feet from the plant for storage of raw materials. Offices in the main building will face east.

The Rutland Development corporation which sold 25 acres to the Samica corporation for the new industry is building a road from Route 7 to the corporation property, expected to be finished in about a week.

Samica paper, the product to be made by the new firm, is something new in the electrical insulation field. The process was developed by Jacques Bardet in secret experiments carried on in France under German occupation during World War II. Using mica smuggled into the country and keeping the secret from the Germans, Bardet developed the process which was put to use about three years ago when a plant was set up at Valvoie, France.

The new Rutland plant will be the second in the world and the first in the United States. Much of the machinery for the new plant, ordered months ago, is being specially built in US factories.

Mica will be shipped here from India, South America, Africa and from some US mines. The mica particles will be put through a thermal process, then a chemical process before being beaten into a pulp.

The pulp will be passed through a special Fourdrinier paper machine, coming out in continuous rolls of Samica paper.

About 90 per cent of all mica used in the country now comes from India. With the new process, according to Brooks, the Rutland plant hopes to be able to use all that can be supplied from the US.

The finished product will be shipped, mostly by truck, to companies which manufacture electrical appliances. Such companies now use mica by splitting and combining it in a series of processes, mostly hand operations.

One reason why the US has not been able to compete with production of mica splittings in other countries is the differences between costs of hand labor, Brooks said.

The new process also will be able to utilize mica from mine waste and scrap which will open a larger market for US micas.

The new corporation, headed by M. A. Chapman of Schenectady, also president of the Mica Insulator company, is using Samica paper made in France in its introductory sales presentations.

Noyesto Build Samica Plant

Rutland Contractor Successful Bidder on New Industrial Building to Open This Fall.

C. G. Noyes of 48½ Center street was named yesterday as Samica corporation as successful bidder on a general contract to build its new plant along the Cold river and the Rutland railroad east of Route 7 in the town of Rutland.

Hall Brothers of Randolph, one of eight other general contractors seeking the job, had the second lowest bid, according to Samica officials.

Noyes' bid was not announced.

Pinney Electric company of 159 Woodstock avenue submitted the low bid for electrical work and the Lyman A. Russell corporation of 5 Nichols street the low bid for plumbing, heating and ventilating.

Construction will start within a few days according to Samica spokesmen who said plans call for finishing the project about the middle of September with operations to get underway by December.

The one-floor main building of concrete blocks will be about 80 feet wide by 200 feet long. A wing to house the water filter and boiler rooms will be 30 by 80 feet. A storage shed 40 by 100 feet for raw materials will be built about 140 feet from the plant.

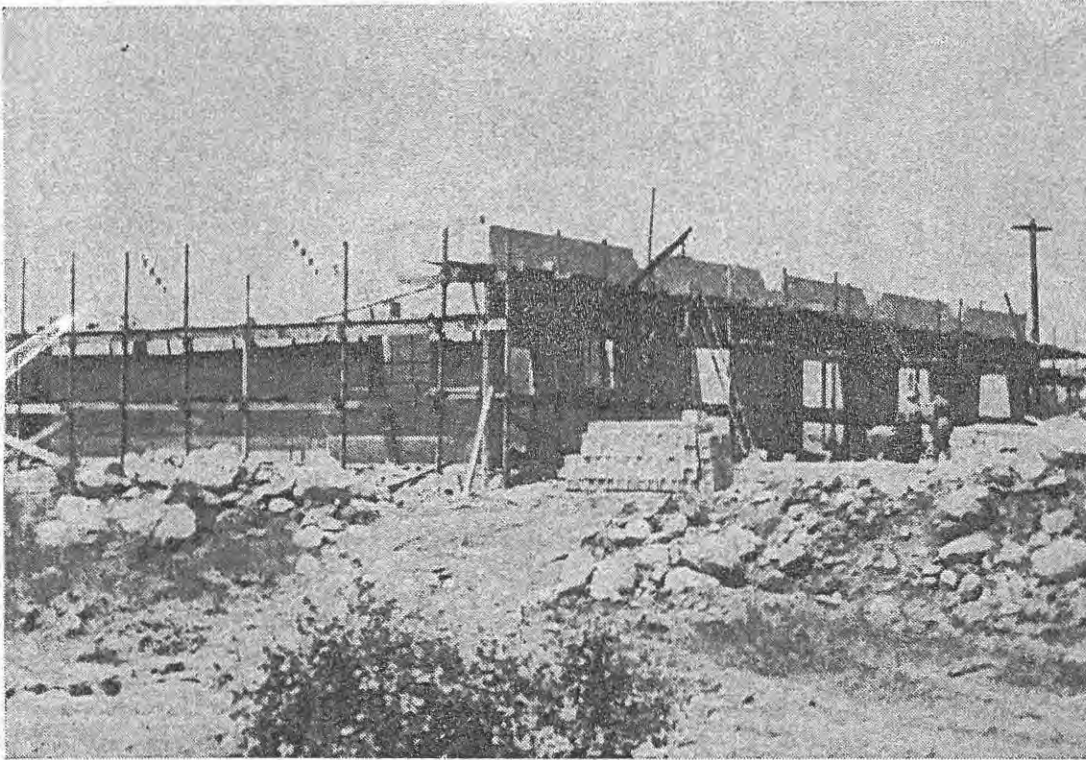
The new Rutland plant will be the second one in the world to produce Samica paper which is used as insulation by makers of electrical appliances. By December, the corporation expects to have 20 men, mostly from the Rutland area, working at the plant. With anticipated production, additional men are to be added.

Webber & Erickson designed the Samica plant which will be managed by John R. Brooks of 1 Howard avenue. M. A. Chapman of Schenectady, N. Y., is president of the Samica corporation.

General contractors who submitted bids for the plant were Noyes, Hall Brothers, Donald C. Noyes of Rutland, John A. Russell corporation of Rutland, Swanburg Construction corporation of Manchester, N. H., Bagley-Mucci, inc., of Medford, Mass., Carroll, Verge & Whipple, inc., of Pittsfield, Mass., Christensen & Nielsen of Schenectady, N. Y., and Wright & Morrissey, inc., of Burlington.

Progress At New Plant

Walls Going Up on Samica Corporation's Buildings South of City.



Construction progresses on the Samica corporation plant building off Cold River road where operations are expected to start in October. John R. Brooks is plant manager. The corporation will employ about 40 men. It is a subsidiary of the Mica Insulator company of Schenectady, N. Y., which makes mica paper used for electrical and heating insulation and general decorative work.

The Samica corporation plant on the Cold River road is expected to start operations in October, according to John R. Brooks, plant manager.

"Construction is moving along fine," Brooks said last night. "The storage building should be finished in a couple of weeks."

Brooks said that the storage building walls were completed. Contractor Charles G. Noyes is almost ready to put up the roof, Brooks declared.

The storage building is a separate building, 40 feet in width and 100 feet long.

"Footings have been installed in the main building and the foundation walls are partly erected," Brooks asserted.

The main building will be 76 feet wide and 200 feet long with a wing 32 feet wide and 84 feet long. Construction of the concrete walls of the building will probably start next week, Brooks stated.

The Samica corporation will employ about 40 men, 20 on a day shift and 10 on each night shift. The Rutland plant, a subsidiary of the Mica Insulator company of Schenectady, N. Y., will manufacture mica paper, which will be used for electrical insulation, heating insulation and general decorative work.

Construction of the plant began May 28. Lyman A. Russell corporation of 5 Nichols street will do plumbing, heating and ventilating work at the new plant, while the Pinney Electric company of 159 Woodstock avenue will do the electrical work.

The plant was constructed here due to the efforts of the Chamber of Commerce and the Rutland Development corporation which sold 25 acres to the Samica corporation and built a road to the corporation property from Route 7.

The pioneering work of contacting and inducing the company to erect a plant here was done by Albert A. Cree, Malcolm S. Hatch, Samuel Stowell, Ernest C. Hathaway and Robert W. Mitchell.

*When owned by 3M Co.
I worked here
for 28 years
1939-1987*

RUTLAND DAILY HERALD,

JUNE 9, 1892.

G. T. CHAFFEE'S NEW HOUSE.

A Description of the House He is to Build on North Main Street.

The contract for building the foundation for G. T. Chaffee's house on North Main street has been awarded to W. B. Young, and he will begin work on it this morning. The plans and specifications, drawn by Chappell & Burke, call for an elaborate and expensive house.

It will be 44 by 66 feet and two stories high. It will front toward the west, and the first story on the front and north sides will be rock-faced dark blue marble. Above the first story the building will be of wood, shingled and clapboarded. The style of architecture is Romanesque. On the front and north sides is a piazza 10 feet wide. On the southwest corner is a round tower three stories high, with a spire. The top story of the tower is to be closed in the winter, but may be thrown open and used as a balcony in the summer. On the northwest corner is an octagonal tower two stories high corbelled out from the building. There is a portecochere over the driveway on the north side, supported by rock-faced marble walls and wooden pillars.

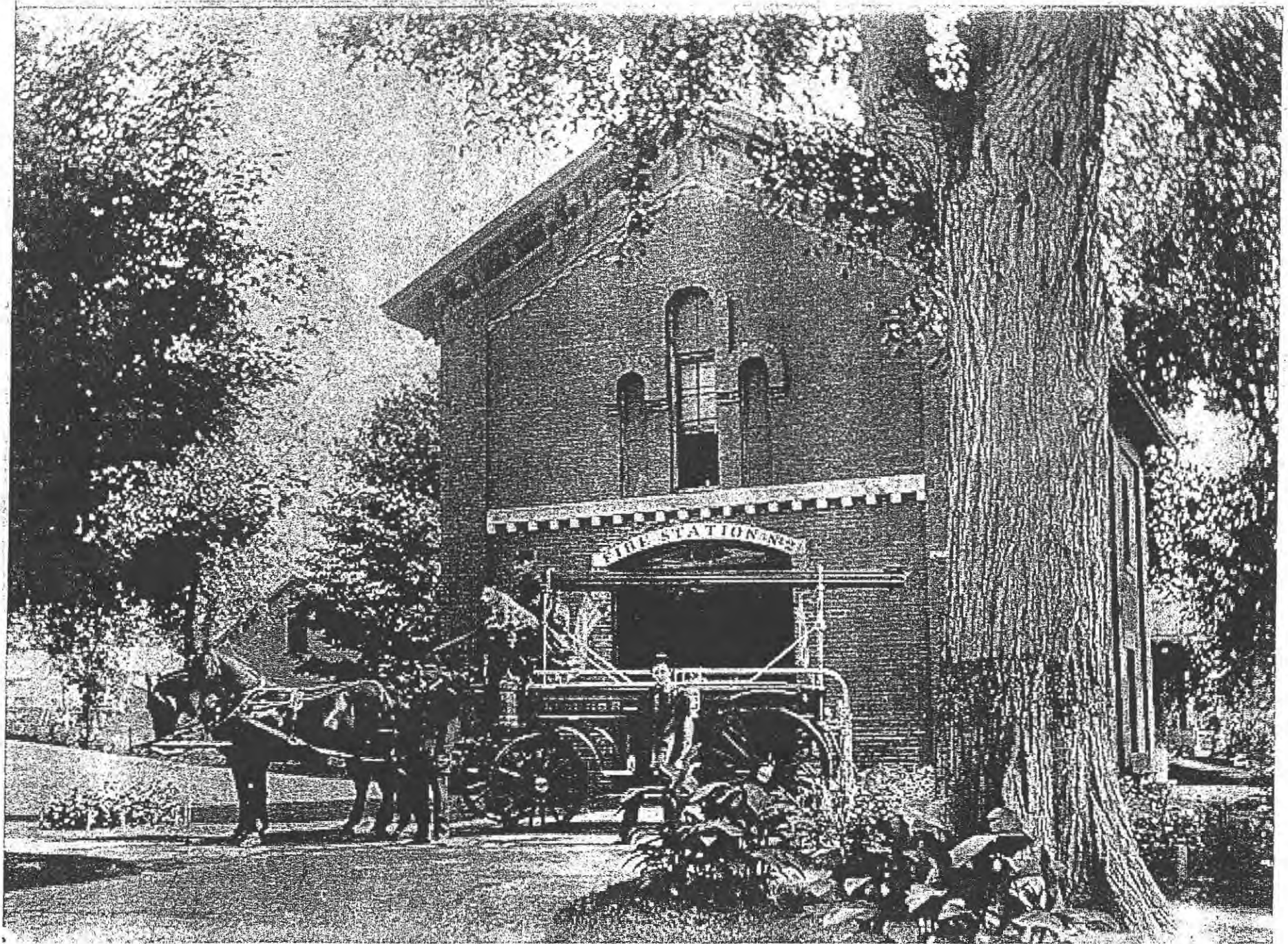
The entrance to the house is from stone steps through a stone arch 11 feet wide. A massive single door of hardwood four feet wide opens into a vestibule seven by eight feet. Beyond this is a corridor eight feet wide, which extends more than half way through the center of the house.

On the first floor are a drawing room, library, sitting room, dining room, stair hall, closets and pantry.

On the second floor will be five chambers, besides dressing rooms, bath rooms and other rooms.

The third floor is occupied by billiard and smoking rooms.

The house will be warmed by a hot-water system and there will be eight fireplaces. The stairs, floors and finish throughout will be hard wood, and in the main corridor the walls and ceiling will be finished in panels. The house will probably not be completed before late in the fall. Mr. Chaffee intends to build a stable in the same style of architecture at the rear of the house.



IDENTIFICATION

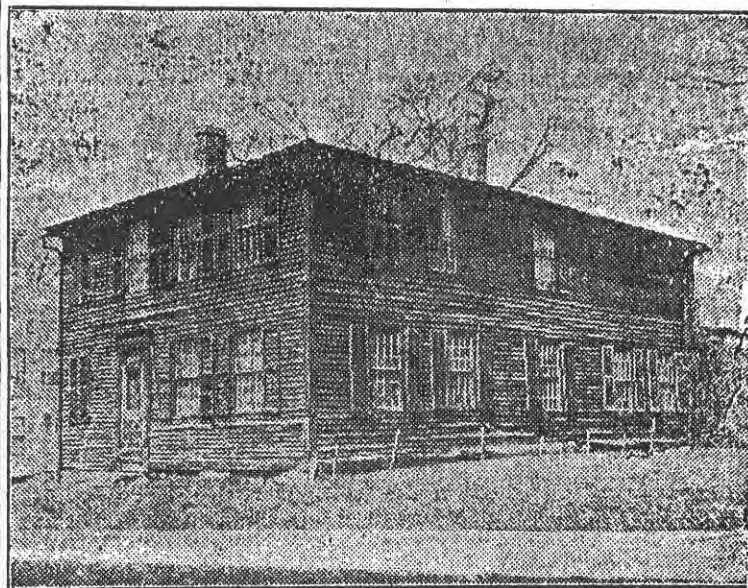
DRIVER : CORNELIUS SAMMON (1861-1940)

MAN BESIDE TEAM: JAMES CANARY (1860-1934)

MAN NEAR BODY: FRANK P. CANARY (1890-1955)

Cornelius Sammon and James Canary were brothers-in-law

Frank P. Canary was son of James



The old Ross house at the corner of West and Nichols streets, built more than 150 years ago, is soon to be torn down. The new owner of the property, Dr. J. Malcolm MacDonald, plans to build an exact replica of the old house after the war.

Old Ross House, Standing In Rutland for Century And Half, to Be Torn Down Soon

Dr. J. Malcolm MacDonald to Build Exact Replica of Home After War Is Over; Built Sometime Late in 18th Century; John Wallace Ross Recalls Rutland's Early Days in Telling of History of House.

BY LOUISE HADLEY.

After more than a century and a half of seeing Rutland progress from almost birth to the present day, the old Ross home on the corner of West and Nichols streets is to be torn down soon and rebuilt after the war by its new owner, Dr. J. Malcolm MacDonald of 3 South Main street.

John Wallace Ross, of 43 East Washington street, a grandson of Ambrose Lincoln Brown, recalling the history of the old homestead, said it was purchased by William Jenkins, foster father of Ambrose Brown, some time around the turn of the 19th century. At that time the front door was on the east side, facing the old stage route from Boston to Montreal and the old Crown Point road, which is now North Main street. Ross believes the house was built in the 1770's but there are some Rutland historians who believe that it was not constructed until about 1790.

"Four generations of my family have lived there," stated J. Wallace Ross, "three of us boys were born there in the northeast bedroom, Charles in 1863, myself in 1865 and George H. in 1868. I remember my mother telling me that when I was still a baby in my crib, there was a big fire on the Main street—which destroyed the court house, old Franklin Tavern and burned all the way from where Novak's creamery is now to the old Chaffee place.

"My mother loved to tell how she put a blanket in the window so the glare from the fire wouldn't awaken me. After I became older we children used to play among the ruins."

"After my grandfather owned the house and as his family grew he had to enlarge the home and built an ell on the north side. To the west—where Dr. Bellerose's house now stands, was the old state house. Up at the corner of what is now North Main and Terrill street was Fort Rutland. There was just a round earthen circle about 50 feet in diameter, left of the Fort when I was a youngster. My brothers and I used to go up there to the spring for water as did most of the people at that time."

"The original land was a big farm extending from Main street almost to Center Rutland and this house was at one time almost the only one west of Main street to what was then Gookins Falls and is now Center Rutland."

According to Vermont Historical Gazetteer, Ross' grandfather, Ambrose Lincoln Brown was born in 1795, and "fitted at Castleton academy." He read law with Hon. C. K. Williams, of Rutland; practised in Rutland from 1819 to 1837; had a paper mill at Center Rutland; and was editor of the Rutland Herald. He became a civil engineer and had much of the credit for bringing a railroad to Rutland in about 1847. Ambrose Brown was also probate judge for the District of Rutland from 1832 to 1835 and from 1838 to 1839. He also was town clerk from 1827 to 1848, at which time it is believed the Rutland town clerk's office was in the Ross house.

"My grandfather was also deacon of the Congregational church while an attorney at law. One day he said, 'I can't belong to the church and be a lawyer also. I'll give up law.'"

"The larger timbers in the house have never been changed, in fact the house . . . still has the same boards, nails, etc., as when it was built. The timber was cheap and labor was cheap at that time. The house was completely hand made, the timber was hewn and the large beams were put together with wooden pegs, and hand made nails."

"The house never saw a speck of paint nor new clapboards since it was built. Many a winter's cold night when a boy, I'd listen to the old wrought iron nails in the house go off like bullets. One of the most interesting features of this house is the old Dutch oven in the kitchen where all meals were prepared in the adjoining fireplace and many's a time I have seen my mother bake from 18 to 20 mince pies in that old Dutch oven. That oven is a very rare sight around this region and probably is the only one of its kind in this vicinity."

"I can recall my mother preparing our Thanksgiving dinners—when all the relatives in Rutland and surrounding territory would gather for a real old family reunion. Our turkey and smoked hams would be cooking in the Dutch oven while 'kittles' of vegetables and soups were boiling, hung over the fireplace on large hooks. The original sink is still in the kitchen but the cupboards over and under the sink have been put in since."

"The house was heated by fireplaces until stoves came into existence in about 1869. Besides the kitchen fireplace and Dutch oven, there is also an original fireplace in the downstairs front room. The mantel is still the original one but has not been used since the house was cut off on the west side at the time Nichols street was constructed, in about 1890."

"At that time seven feet was cut off the west side of the house. The

door was put facing West street and the stairway, which had been on the west side of the house, was placed directly facing the front door. That was when the front room fireplace had to be boarded up. We had a large garden and orchard which extended to about the south side of where the Sacred Heart of Mary church is now situated."

"When I was a little boy we used to play 'hide and go seek' around the many little cubby holes in the house. One favorite spot of mine was upstairs over the Dutch oven and fireplace—where a 'clean-out' door opened into the chimney."

"The only cellar remaining to the house is under the original part from approximately the front door to the west side of the house. There was no heating equipment and we stored vegetables and fruit down there. In fact, the only heat came from the fireplaces and later the stoves we had in the rooms."

There are still signs around the house of the late George H. Ross, weather observer, who was the last of the Ross family to live there. In one small trunk are his complete records of weather dating back well over 25 years.

In the dimly lighted house, which never was wired for electricity, Ross lived with his cousin, Miss Aimee F. Brown. He died nearly a year ago and his work has been taken over by George L. Kirk of East Washington street as weather observer.

Dr. MacDonald stated yesterday that he plans to build as exact a replica of the old landmark as is possible, soon after the war and declared he would have his offices in the east side of the house with a long living room on the Nichols street side. The house now contains 13 rooms including many closets and small storing rooms.

*It never happened—
Torn down period!*

Rutland Daily Herald
April 17, 1896

The Brown Property and the Nichols Street Line.

City Engineer Smith is making a survey of the east side of Nichols street for a sidewalk for which the residents on that side of the street have asked. When the street was first laid out it was found that the house and a part of the lawn of the Brown estate were in the street. An agreement was made with the owners of the estate whereby they were to receive \$1200 for the land. This was paid, but the house was never moved out of the street. Mr. Smith is now engaged in finding out just how far back the house will have to be moved to clear the street line.

Rutland Daily Herald
April 22, 1896

City Engineer Smith has found by surveying Nichols street that eight feet of the west end of the Brown house is inside the street line.

Rutland Daily Herald
July 19, 1898

A resolution to open Nichols street, build a sidewalk and to remove a portion of what is known as the Brown building, was given its first reading.

Rutland Daily Herald
October 19, 1899

The city has begun to remove that portion of the Brown residence on West street which projects into Nichols street. This is done to widen the street at the corner.

Rutland Daily Herald
October 26, 1899

T. C. Young, who is superintending the removal of the west end of the Brown house on West street, preparatory to the widening of Nichols street, has found an old Spanish silver coin in the rubbish, bearing the date 1780 and the Latin inscription, "Charles III., by the Grace of God, King of Spain and the Indies." The coin is about the size of a Canadian 20-cent piece and is said to be worth several dollars. The Brown house is one of the oldest dwellings standing in Rutland and was once the farm house standing on an estate stretching far to the north and west. The building is put together in solid fashion with hard-wood joists and heavy timbers.

Rutland Daily Herald
November 11, 1899

The new roadway on Nichols street and the sewer on Phillips avenue will probably be finished today.

Rutland Daily Herald
January 25, 1900
Nichols Street.

That portion of the "Brown" house which stood in the street has been removed and the roadway macadamized from West street to the hospital. We have also constructed a crushed stone walk on the east side of the street, and a well about 130 feet from West street to take the surface water from the east gutter.

United States Geographic Facts

Northernmost state: Alaska
Southernmost state: Hawaii
Easternmost state: Maine
Westernmost state: Alaska
Largest state: Alaska
Smallest state: Rhode Island

Geographic center:
Butte County, South Dakota
Most populous state:
California, 33,871,648 people
Least populous state:
Wyoming, 493,782 people

Most densely populated state:
New Jersey, 1,135 people per sq mi
(438 per sq km)
Least densely populated state:
Alaska, 1.1 people per sq mi
(0.4 per sq km)

Most populous metropolitan areas:
New York City, NY, 21,199,865
Los Angeles, CA, 16,373,645
Chicago, IL, 9,157,540
Highest point: Mt. McKinley (Denali),
Alaska, 20,320 ft (6,194 m)

Lowest point: Death Valley, California,
282 ft (86 m) below sea level
Longest river: Mississippi-Missouri,
3,740 mi (6,019 km)
Largest lake: Lake Superior,
31,700 sq mi (82,100 sq km)

Deepest lake: Crater Lake, Oregon, with a
greatest depth of 1,932 ft (589 m)
States with the longest sea coastlines:
Alaska, 6,640 mi (10,686 km)
Florida, 1,350 mi (2,172 km)

Highest temperature ever recorded:
134° F (57° C) at Death Valley, California
Lowest temperature ever recorded:
-80° F (-62° C) at Prospect Creek,
Endicott Mts., Alaska

Wettest place: Mt. Waialeale, Kauai,
Hawaii, with average annual rainfall of 460
inches (1,168 cm)
Driest place: Death Valley, California,
with average annual rainfall of
1.63 inches (4.1 cm)

Windiest place: Mt. Washington,
New Hampshire, with an average wind
speed of 35 mph (56 kph)
Windiest city: Great Falls, Montana,
with an average wind speed of 13.1 mph
(21.0 kph)



World Geographic Facts

Largest island: Greenland, 840,000 sq mi (2,175,600 sq km)
Largest saltwater lake: Caspian Sea, 143,240 sq mi (370,990 sq km)
Largest freshwater lake: Lake Superior, 31,700 sq mi (82,100 sq km)
Longest river: Nile, 4,145 mi (6,671 km)
Largest desert: The continent of Antarctica, 5,400,000 sq mi (14,000,000 sq km)
Largest hot desert: Sahara, 3,500,000 sq mi (9,065,000 sq km)
Largest country: Russia, 6,592,849 sq mi (17,075,400 sq km)
Smallest country: Vatican City, 0.2 sq mi (0.5 sq km)
Most populous country: China, 1,278,720,000 people
Most densely populated country: Monaco, 40,000 people per sq mi (16,000 per sq km)
Least densely populated country: Greenland, 0.07 people per sq mi (0.03 per sq km)
Highest temperature ever recorded: 136° F (58° C) at Al 'Aziziyah, Libya
Lowest temperature ever recorded: -129° F (-89° C) at Vostok, Antarctica
Wettest place: Mt. Waialeale, Kauai, Hawaii, with average annual rainfall of 460 inches (1,168 cm)
Driest place: Arica, Chile, with average annual rainfall of 0.03 inches (0.8 cm)

Africa

Area in square miles (sq km):
11,700,000 (30,300,000)
 Estimated population (Jan. 1, 2002):
832,590,000
 Highest elevation in feet (meters):
Kilimanjaro, Tanzania, 19,341 (5,895)
 Lowest elevation in feet (meters):
Lac 'Assal, Djibouti, 515 (157) below sea level

Asia

Area in square miles (sq km):
17,300,000 (44,900,000)
 Estimated population (Jan. 1, 2002):
3,761,165,000
 Highest elevation in feet (meters):
Mt. Everest, China (Tibet)-Nepal, 29,028 (8,848)
 Lowest elevation in feet (meters):
Dead Sea, 1,339 (408) below sea level

Europe

Area in square miles (sq km):
3,800,000 (9,900,000)
 Estimated population (Jan. 1, 2002):
728,975,000
 Highest elevation in feet (meters):
Gora Elbrus, Russia, 18,510 (5,642)
 Lowest elevation in feet (meters):
Caspian Sea, 92 (28) below sea level

South America

Area in square miles (sq km):
6,900,000 (17,800,000)
 Estimated population (Jan. 1, 2002):
352,960,000
 Highest elevation in feet (meters):
Cerro Aconcagua, Argentina, 22,831 (6,959)
 Lowest elevation in feet (meters):
Salinas Chicas, Argentina, 138 (42) below sea level

Antarctica

Area in square miles (sq km):
5,400,000 (14,000,000)
 Estimated population:
Uninhabited
 Highest elevation in feet (meters):
Vinson Massif, 16,066 (4,897)
 Lowest elevation in feet (meters):
Deep Lake, 184 (56) below sea level

Australia

Area in square miles (sq km):
2,966,155 (7,682,300)
 Estimated population (Jan. 1, 2002):
19,455,000
 Highest elevation in feet (meters):
Mt. Kosciuszko, New South Wales, 7,313 (2,229)
 Lowest elevation in feet (meters):
Lake Eyre, South Australia, 52 (16) below sea level

North America

Area in square miles (sq km):
9,500,000 (24,700,000)
 Estimated population (Jan. 1, 2002):
488,780,000
 Highest elevation in feet (meters):
Mt. McKinley, Alaska, U.S., 20,320 (6,194)
 Lowest elevation in feet (meters):
Death Valley, California, U.S., 282 (86) below sea level

World

Land area in square miles (sq km):
57,900,000 (150,100,000)
 Estimated population (Jan. 1, 2002):
6,195,885,000
 Highest elevation in feet (meters):
Mt. Everest, China (Tibet)-Nepal, 29,028 (8,848)
 Lowest land elevation in feet (meters):
Dead Sea, Asia, 1,339 (408) below sea level



RAND McNALLY
World Map
 Robinson Projection

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LC 01

side the street line.

Rutland Daily Herald July 19, 1898

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"After my grandfather owned the house and as his family grew he had to enlarge the home and built an ell on the north side. To the west—where Dr. Bellerose's house now stands, was the old state house. Up at the corner of what is now North Main and Terrill street was Fort Rutland. There was just a round earthen circle about 50 feet in diameter, left of the Fort when I was a youngster. My brothers and I used to go up there to the spring for water as did most of the people at that time."

"The original land was a big farm extending from Main street almost to Center Rutland and this house was at one time almost the only one west of Main street to what was then Gookins Falls and is now Center Rutland."

1899, and attended an academy." He read law with Hon. C. K. Williams, of Rutland; practised in Rutland from 1819 to 1837; had a paper mill at Center Rutland; and was editor of the Rutland Herald. He became a civil engineer and had much of the credit for bringing a railroad to Rutland in about 1847.

Ambrose Brown was also probate judge for the District of Rutland from 1832 to 1835 and from 1838 to 1839. He also was town clerk from 1827 to 1848, at which time it is believed the Rutland town clerk's office was in the Ross house.

"My grandfather was also deacon of the Congregational church while an attorney at law. One day he said, 'I can't belong to the church and be a lawyer also. I'll give up law.'"

"The larger timbers in the house have never been changed, in fact the house * * * still has the same boards, nails, etc., as when it was built. The timber was cheap and labor was cheap at that time. The house was completely hand made, the timber was hewn and the large beams were put together with wooden pegs, and hand made nails."

"The house never saw a speck of paint nor new clapboards since it was built. Many a winter's cold night when a boy, I'd listen to the old wrought iron nails in the house go off like bullets. One of the most interesting features of this house is the old Dutch oven in the kitchen where all meals were prepared in the adjoining fireplace and many's a time I have seen my mother bake from 18 to 20 mince pies in that old Dutch oven. That oven is a very rare sight around this region and probably is the only one of its kind in this vicinity.

"I can recall my mother preparing our Thanksgiving dinners—when all the relatives in Rutland and surrounding territory would gather for a real old family reunion. Our turkey and smoked hams would be cooking in the Dutch oven while 'kittles' of vegetables and soups were boiling, hung over the fireplace on large hooks. The original sink is still in the kitchen but the cupboards over and under the sink have been put in since.

"The house was heated by fireplaces until stoves came into existence in about 1869. Besides the kitchen fireplace and Dutch oven, there is also an original fireplace in the downstairs front room. The mantel is still the original one but has not been used since the house was cut off on the west side at the time Nichols street was constructed, in about 1890."

"At that time seven feet was cut off the west side of the house. The

replica of the old farmhouse as possible, soon after the war and declared he would have his offices in the east side of the house with a long living room on the Nichols street side. The house now contains 13 rooms including many closets and small storing rooms.

*It never happened—
Torn down period!*



Pratico's office up in flames

Business owner jumps from loft

By BRENT CURTIS
STAFF WRITER

The owner of a Rutland Town business consumed by flames Wednesday night had to jump from a second-floor loft to escape the oncoming inferno, fire officials said.

Flames destroyed a 129-year-old barn that served as the office for Pratico's Landscaping & Fence Co. on Route 7.

But Rutland Town Fire Chief Frank Cioffi said the loss could have been worse. Owner Miles "Skip" Pratico was on the second floor when the fire began just before 5:30 p.m., Cioffi said.

"He said he turned around and saw a fireball coming up the stairs," the chief said.

Pratico, a retired Rutland firefighter, had to jump from the barn's loft door to escape the flames. Neither he nor anyone else was injured.

With temperatures dropping below zero, fire crews struggled just to get water to the scene when the only available hydrant was found frozen, Cioffi said.

ANTHONY EDWARDS / STAFF PHOTO

Four area fire departments sent water tankers to assist the Rutland Town department at the scene of a fire Wednesday night at Pratico's Landscaping & Fence Co. on Route 7 in Rutland. The barn that housed Pratico's office and storage space was destroyed.

See Pratico's, Page A3

Pratico's

Continued from Page A1

To douse the flames, the town and city crews had to call for help from four fire departments in surrounding towns. Pittsford, Proctor, West Rutland and Chittenden sent water tankers that lined Route 7 in front of Pratico's.

"A few minutes more and we would have been out of water," Cioffi said. "Those guys did a good job getting here in a hurry."

But even with the assist, flames destroyed the barn that served as an office and storage area for the landscaping business. By 7:30 p.m., two hours after firefighters were called to the scene, an excava-



PROVIDED PHOTO

This 129-year-old barn on the Pratico's Landscaping property on Route 7 was destroyed by fire Wednesday.

tor was tearing down the remains of the red barn so firefighters could find and extinguish remaining hot spots.

The speed with which the fire spread was no

surprise to the fire chief, who said the structure was engulfed in flames when he arrived at the scene from his home just around the corner from the property.

The 1885 barn was filled with old, dry beams which burned quickly.

"We could hear the beams snap, crackle and popping when we got here," Cioffi said.

What started the fire wasn't immediately known Wednesday night, but Cioffi said he suspected that portable heaters being used to warm pipes in the building were to blame.

Route 7 between McKinley Avenue and Field Street were closed to traffic while crews battled the blaze.

At 8:30 p.m. the road was opened but firefighters were still at the scene.

Pratico, who watched efforts to fight the fire from a nearby vehicle, said his former colleagues and the city and the crews from the other towns had his thanks.

The barn sat on a 1.86-acre lot formerly known

as the Butterfield property, which had been unoccupied for more than 40 years until Pratico's Landscaping bought it six years ago and relocated from half a mile north on Route 7.

The Butterfield property was used for agriculture from the mid-1800s until the 1920s. From then until the 1940s, the property was home to a store, automotive garage and gas station.

The original farmhouse burned in 1967 and the property was abandoned. The 1885 barn from the original farm property survived until its destruction Wednesday night.

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Pratico vows to rebuild after fire

By **DARREN MARCY**
STAFF WRITER

The well-known and well-liked owner of a Rutland Town landscaping business that went up in flames said Thursday he'll rebuild and be open this spring.

"With the support I've gotten from the Rutland community, it just make life so much easier," said Myles "Skip" Pratico, owner of Pratico's Landscaping & Fence Co. "It's been overwhelming, I can't tell you. It's pretty awesome. Rutland is special place."

Firefighters determined the blaze at the corner of Route 7 and Lincoln Avenue was likely sparked by space heaters Pratico was using to keep pipes from freezing.

Rutland Town Fire Chief Frank Cioffi said the building was recently renovated, so there

"It was pretty scary. Life does flash before your eyes. When you hear people say that, it does."

Myles "Skip" Pratico

were no issues with wiring and the space heaters were the only logical source of ignition.

Pratico said he was upstairs alone in the second floor of the 129-year-old converted barn, putting away Christmas decorations, when the fire broke out.

He was alerted by his smoke detectors and turned to see smoke coming up the stairwell and he raced over to take a look.

"I could see the flames shooting right up the stairwell," Pratico said. "Before I knew it, it was in the ceiling and it flashed across the whole ceiling. It spread very quickly."

Pratico spent 28 years with the Rutland City Fire Department before retiring five years ago, but he said being in a fire without gear was a scary experience.

"I've been in a lot of fires, but it's different when you've got your air pack, helmet and hose with you," he said. "It's like being on an island all by yourself."

Pratico said he immediately knew he had to find another way out and that he didn't have much time.

"I knew the loft door was there," Pratico said. "We used it quite a bit, so that's exactly where I headed."

He jumped from the second story to escape the building.

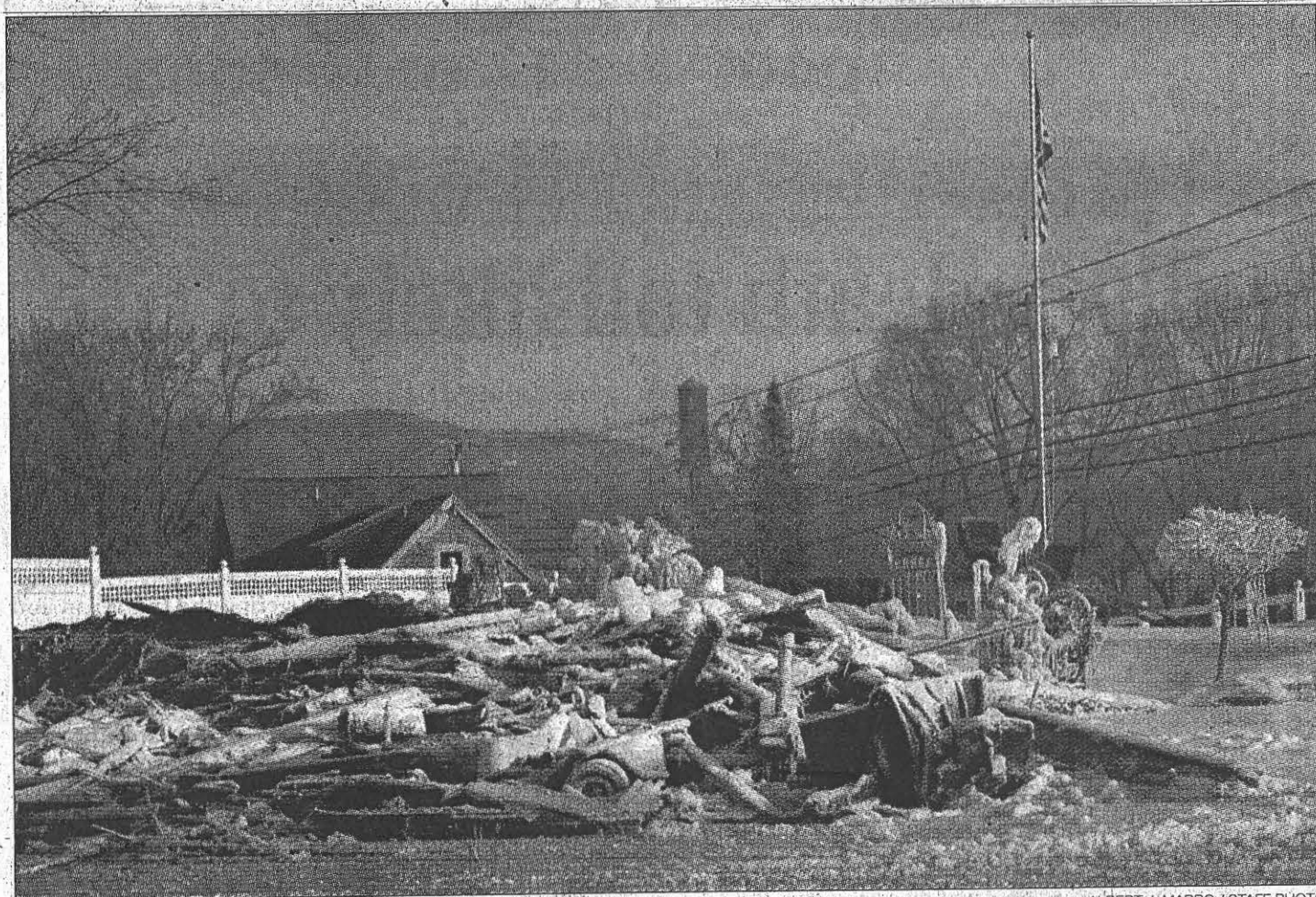
"There were no second thoughts," Pratico said. "It was do or die. If I had stayed, either I would have died of smoke inhalation, or I would have gotten burned to death. It was a very easy decision."

The 58-year-old and his wife, Martha, have three children, Jessica, 36, Rebecca, 34, Zachary, 29, as well as five grandchildren.

"It was pretty scary," he said. "Life does flash before your eyes. When you hear people say that, it does."

The day after the fire, Pratico was sorting through the ashes and dealing with insurance as he looked ahead.

See Pratico, Page A3



ALBERT J. MARROZ/STAFF PHOTO

Not much remained of the Pratico's Landscaping & Fence Co. offices Thursday at the intersection of Lincoln Avenue and Route 7 in Rutland Town. The 129-year-old barn housing the business was destroyed by fire Wednesday night.

Pratico

Continued from Page A1

"This is where the aggravation starts, but Jill Maynard, my insurance agent, has been great," Pratico said. "That girl is awesome. That's why you stay with local people you can trust. She was with me the whole time last night."

He said when the check comes in, he'll rebuild on the same spot. Several outbuildings far from the main office were not affected by the fire.

Pratico has been in business for 35 years. He moved to his current location in 2008 from Tennybrook Square.

The 1885 barn sat on a 1.86-acre lot formerly known as the Butterfield property, which had been unoccupied for more than 40 years until Pratico bought it six years ago.

According to a Rutland Regional Planning Commission report, the Butterfield property was used for agriculture from the mid-1800s until the 1920s. From then until the 1940s,

the property was home to a store, automotive garage and gas station.

Route 7 was widened in the 1950s, which "restricted the usefulness of the site for commercial purposes," the RRPC wrote, and the business closed.

After the original farmhouse burned in 1967, the property was abandoned and "significant debris," including old car parts and oil drums, were left behind, the RRPC wrote.

The property's condition and its former use led to concerns about contamination and a brownfields designation. RRPC's Rutland Region Brownfields Reuse Program received a \$200,000 federal grant for local brownfields assessments, and the Butterfield site received a mostly clean bill of health. The assessment found some lead in the soil, but reported that it was localized and likely related to demolition.

After some minor cleanup, RRPC said, Pratico moved his operations half a mile north on Route 7 and built his new facility in 2008.

The barn from the

original farm property survived until Wednesday night.

"I loved the barn," Pratico said. "I loved the spot. It was a perfect spot for a landscaping business."

The fire claimed business assets such as computer, a phone system and books, but more importantly, he said, he lost family photos and other irreplaceable mementos.

Pratico said he'll be back in business by spring.

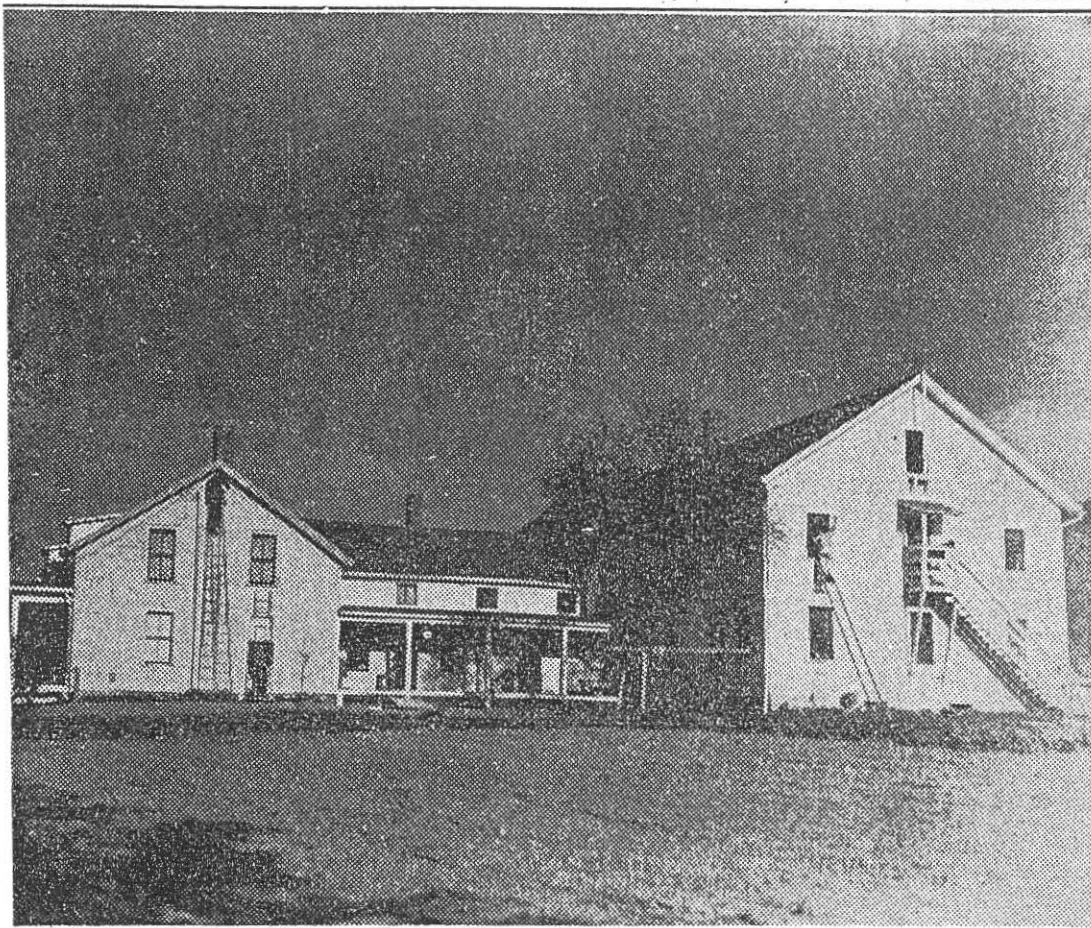
"I'm absolutely going to rebuild," he said. "I don't know if I can do exactly the same thing. But I'll have a nice place up and running and ready to go. I've got a small window (of time) to get rebuilt and I'll be open. It's going to take a lot to keep us down. I'm a Vermonter. We'll keep going."

And, he said, for all the offers of help, people have already given him what he needs.

"How can they help me? They already have," Pratico said. "The supportive phone calls, text messages have just been spectacular. It means the world to me."

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Rutland Daily Herald
November 1, 1939



Herald Photo.

When Overseer Oscar S. Bergstrom and his wife move into the poormaster's quarters at the city use today they will find it modernized and spick-and-span. Finishing touches are shown being put photo above. Overseer's quarters are shown at left with inmates living places at right.

New City Charity Overseer Will Begins Job Today

When Oscar S. Bergstrom of Cottage street, recently appointed as overseer of the poor, assumes his duties this morning and he and Mrs. Bergstrom move to the city farm, they will find the quarters of the overseer refurbished and repairs on other parts of the dwelling at the farm, which have been underway for several weeks, completed after an outlay of about \$2200.

Mayor Henry B. Carpenter, who has been directing the charity department since the death of Overseer Welford H. Handley on September 25, said yesterday that the work has been completed except for a few finishing touches and that everything will be in readiness for the new overseer today. "The quarters have been greatly improved and the new occupants will find them convenient and neat," the executive added.

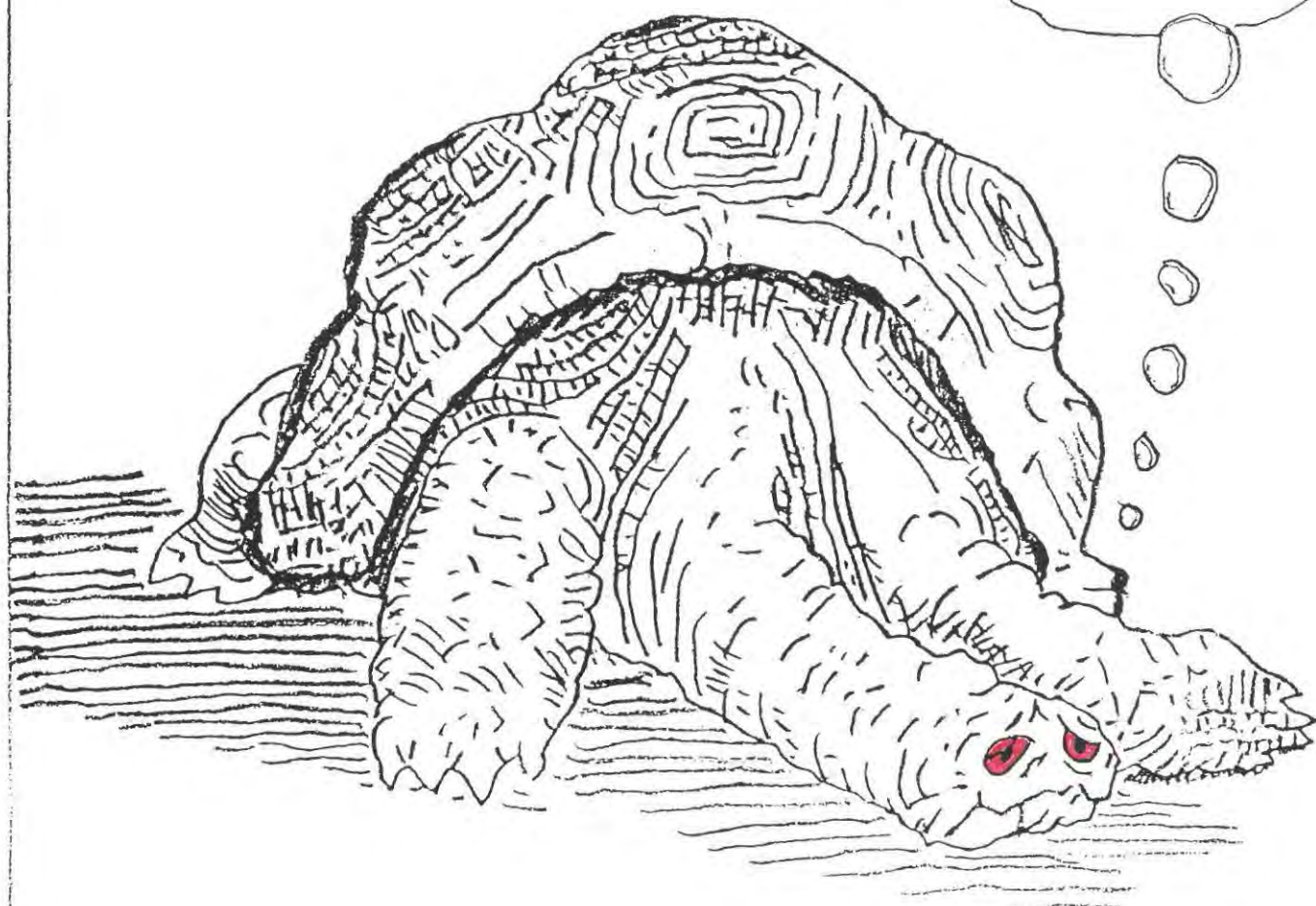
The rooms have been repapered, some painting has been done and there have been some alterations by changing partitions.

Another big improvement, the mayor said, is the building of a cellar under the ell of the building. This necessitated building foundation walls and putting in new sills, this part of the building having formerly set directly on the ground which caused dampness.

The kitchen is located in the ell and it was formerly necessary to do the laundry in this room. Hereafter the laundering will be carried on in the basement, modern plumbing having been installed, the mayor stated, and such tasks as churning will be performed in the basement.

Mrs. Bergstrom will direct the household work at the institution. It is expected that some minor changes will be made under the new regime. The overseer will continue to maintain an office on the second floor of the city hall.

THE HARDEST
PART OF GROWING
OLD IS THAT IT
TAKES SO LONG.



Jeanette Dose

From: Elizabeth Foley <betfoley@ix.netcom.com>
To: Jeanette Dose <jdose@earthlink.net>
Sent: Friday, October 11, 2002 7:07 PM
Subject: Fw: Dam builders

Hope you laugh as hard as I did!!
Betty

Subject: Dam builders

This was an actual letter sent to a man named Ryan DeVries, by the Michigan Department of Environmental Quality, State of Michigan. Wait till you read this guy's response, but read the letter before you get to the response. Begin reading immediately below.

Mr. Ryan DeVries
2088 Dagget
Pierson, MI 49339
SUBJECT: DEQ File No. 97-59-0023; T11N; R10W, Sec. 20; Montcalm County.

Dear Mr. DeVries:

It has come to the attention of the Department of Environmental Quality that there has been recent unauthorized activity on the above referenced parcel of property. You have been certified as the legal landowner and/or contractor who did the following unauthorized activity: Construction and maintenance of two wood debris dams across the outlet stream of Spring Pond. A permit must be issued prior to the start of this type of activity.

A review of the Department's files shows that no permits have been issued. Therefore, the Department has determined that this activity is in violation of Part 301, Inland Lakes and Streams, of the Natural Resource and Environmental Protection Act, Act 451 of the Public Acts of 1994, being sections 324.30101 to 324.30113 of the Michigan Compiled Laws, annotated.

The Department has been informed that one or both of the dams partially failed during a recent rain event, causing debris and flooding at downstream locations. We find that dams of this nature are inherently hazardous and cannot be permitted. The Department therefore orders you to cease and desist all activities at this location, and to restore the stream to a free-flow condition by removing all wood and brush forming the dams from the stream channel. All restoration work shall be completed no later than January 31, 2002. Please notify this office when the restoration has been completed so that a follow-up site inspection may be scheduled by our staff.

Failure to comply with this request or any further unauthorized activity on the site may result in this case being referred for elevated enforcement action. We anticipate and would appreciate your full cooperation in this matter. Please feel free to contact me at this office if you have any questions.

Sincerely,
David L. Price
District Representative Land and Water Management Division.

This is the actual response sent back:

10/12/2002



Dear Mr. Price,
Re: DEQ File No. 97-59-0023; T11N; R10W, Sec. 20; Montcalm County.

Your certified letter dated 12/17/97 has been handed to me to respond to.

First of all, Mr. Ryan DeVries is not the legal landowner and/or Contractor at 2088 Dagget, Pierson, Michigan. I am the legal owner and a couple of beavers are in the (State unauthorized) process of constructing and maintaining two wood "debris" dams across the outlet stream of my Spring Pond. While I did not pay for, authorize, nor supervise their dam project, I think they would be highly offended that you call their skillful use of nature's building materials "debris." I would like to challenge your department to attempt to emulate their dam project any time and/or any place you choose. I believe I can safely state there is no way you could ever match their dam skills, their dam resourcefulness, their dam ingenuity, their dam persistence, their dam determination and/or their dam work ethic.

As to your request, I do not think the beavers are aware that they must first fill out a dam permit prior to the start of this type of dam activity. My first dam question to you is: (1) Are you trying to discriminate against my Spring Pond Beavers or (2) do you require all beavers throughout this State to conform to said dam request? If you are not discriminating against these particular beavers, through the Freedom of Information Act, I request completed copies of all those other applicable beaver dam permits that have been issued. Perhaps we will see if there really is a dam violation of Part 301, Inland Lakes and Streams, of the Natural Resource and environmental Protection Act, Act 451 of the Public Acts of 1994, being sections 324.30101 to 24.30113 of the Michigan Compiled Laws, annotated.

I have several concerns. My first concern is - aren't the beavers entitled to legal representation? The Spring Pond Beavers are financially destitute and are unable to pay for said representation - so the State will have to provide them with a dam lawyer. The Department's dam concern that either one or both of the dams failed during a recent rain event causing flooding is proof that this is a natural occurrence, which the Department is required to protect. In other words, we should leave the Spring Pond Beavers alone rather than harassing them and calling their dam names. If you want the stream "restored" to a dam free-flow condition please contact the beavers - but if you are going to arrest them, they obviously did not pay any attention to your dam letter they being unable to read English.

In my humble opinion, the Spring Pond Beavers have a right to build their unauthorized dams as long as the sky is blue, the grass is green and water flows downstream. They have more dam rights than I do to live and enjoy Spring Pond. If the Department of Natural Resources and Environmental Protection lives up to its name, it should protect the natural resources (Beavers) and the environment (Beavers' Dams.).

So, as far as the beavers and I are concerned, this dam case can be referred for more elevated enforcement action right now. Why wait until 1/31/2002? The Spring Pond Beavers may be under the dam ice then and there will be no way for you or your dam staff to contact/harass them then.

In conclusion, I would like to bring to your attention to a real environmental quality (health) problem in the area. It is the bears!

10/12/2002

6

Bears are actually defecating in our woods. I definitely believe you should be persecuting the defecating bears and leave the beavers alone. If you are going to investigate the beaver dam, watch your step! (The bears are not careful where they dump!)

Being unable to comply with your dam request, and being unable to contact you on your dam answering machine, I am sending this response to your dam office.

Sincerely,
Stephen L. Tvedten

10/12/2002

Rutland Daily Herald
MONDAY, AUGUST 19, 2013

Midway Diner serves its last meal

By ELICIA MAILHIOT
CORRESPONDENT

Sunday afternoon marked the end of a 65-year-old landmark in Rutland. The Midway Diner served its last breakfast and lunch, bidding farewell to the many loyal customers who have walked through the doors over the years.

Two longtime waitresses shared the day with the people whose orders they've come to know by heart before the restaurant closed for good at 3 p.m.

Last Monday, Midway's co-owner John Valente announced that a deal had been reached with businessman Sam Handy, and the property, located at 120 South Main St., would open its doors in November as an International House of Pancakes, or IHOP.



ANTHONY EDWARDS / STAFF PHOTO

Midway Diner's Stacy Ianni delivers a Belgian waffle to a customer at the counter during the restaurant's final hours Sunday morning.

Despite nearly closing the business deal late last year, the news came as a shock to both employees and locals who flocked to the eatery.

Many patrons Sunday questioned the future of the employees, like Stacy Ianni. She said she and some of the restaurant's 15 employees are going to put an

application in, but the future is unknown. She described her emotions of the last week following the announcement to a couple and their son.

"It's been horrible saying goodbye to people," she said. "It's been a long week."

The restaurant has been busy all week with locals coming in and phoning to say their good-byes.

Ianni answered the phone, grabbed a menu, and proceeded to write a note on the front for a customer who would be coming in shortly, ensuring him "there's always room at our counter for you."

Rumors echoed throughout the building, bouncing off the teal walls about the future of the building itself. Ianni and her co-worker have heard they are going to keep the interior similar, but with seating for 165 individuals, it may be unrealistic. Patrons questioned if there would be a full demolition of the establishment; no one on the Midway staff knows for sure.

Ianni encouraged customers to take an old menu as a keepsake on their way out, reminiscing about favorite dishes ... from the liver and onions to the French fries with gravy.

The diner is one of the city's oldest and most successful establishments. Its formula for success has always been good food, good service and pleasant workers.

Sunday was no different. Although employees, like Ianni, are unsure of what the future months bring, one thing is for sure: They were happy to share one last meal with the loyal customers who have come to the diner for decades.

Midway Diner closing, reopening as an IHOP

By **BRUCE EDWARDS**
STAFF WRITER

After fits and starts, a plan to serve up a Rutland IHOP is now a done deal.

South Burlington businessman Sam Handy has signed an agreement to lease the Midway Diner property at 120 South Main St., from Frank Trombetta Jr. and business partner John Valente.

Handy will begin work next week converting the

building into an IHOP in time for a November opening.

Valente announced the deal Monday and said the Midway's last day in business will be Sunday.

Handy, who owns the South Burlington IHOP on Dorset Street, was on the verge of buying the diner late last year but couldn't come up with the financing.

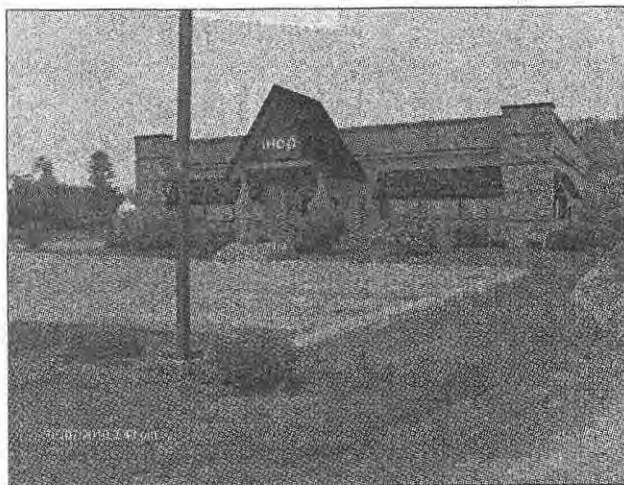


PHOTO PROVIDED

An artist's rendering shows what a proposed IHOP would look like in place of the Midway Diner, which is scheduled for conversion next week.

"Between the two of us, we were looking for a straight purchase but then they came across with a proposal for a lease and we negotiated a long-term lease," Valente said.

He said a lease allows Trombetta to hang onto the property which has been in the family for 50 years.

Valente said the lease also allows Handy to finance the remodeling of the building into an IHOP.

Right after the Midway IHOP, but he "can't guarantee a job to anybody."

He said the restaurant will employ between 75 and 100 workers.

The IHOP will have seating for 165 and will operate from 7 a.m. to 10 p.m. seven days a week. Breakfast will be served all day.

Handy said at some point, depending on business, the restaurant could open 24 hours a day, seven days a week.

The Midway Diner has a rich history.

It was Eddie Copps who opened the Pullman-style railroad car diner in 1947. Copps held onto the diner

until 1962 when he sold it to Frank Trombetta Sr.

By 1996, the old diner had outlived its time. The senior Trombetta sold the diner to Thomas Tresch of Orwell. Trombetta then built a new and larger restaurant, set back from its familiar South Main Street location.

The restaurant business brought changes to the Midway as well.

The old Midway was open round the clock, seven days a week. Today, the restaurant closes at 3 p.m.

Despite all the changes, the Midway still serves what is basically diner food:

hamburgers, fries with gravy and a selection of rich desserts.

Of course that will change again once the IHOP opens in November.

And when the Midway serves its last burger and fries on Sunday, Valente and Trombetta said they will take away more than a few memories, particularly of employees and loyal customers, over the decades.

"I've been involved with these people for 50 years and it's coming to an end and I feel sad about it," Valente said.

He said he never gave up on his plan to bring an IHOP to Rutland. "We spent enough money down in Rutland trying ... so we knew we were going to do this project," he said.

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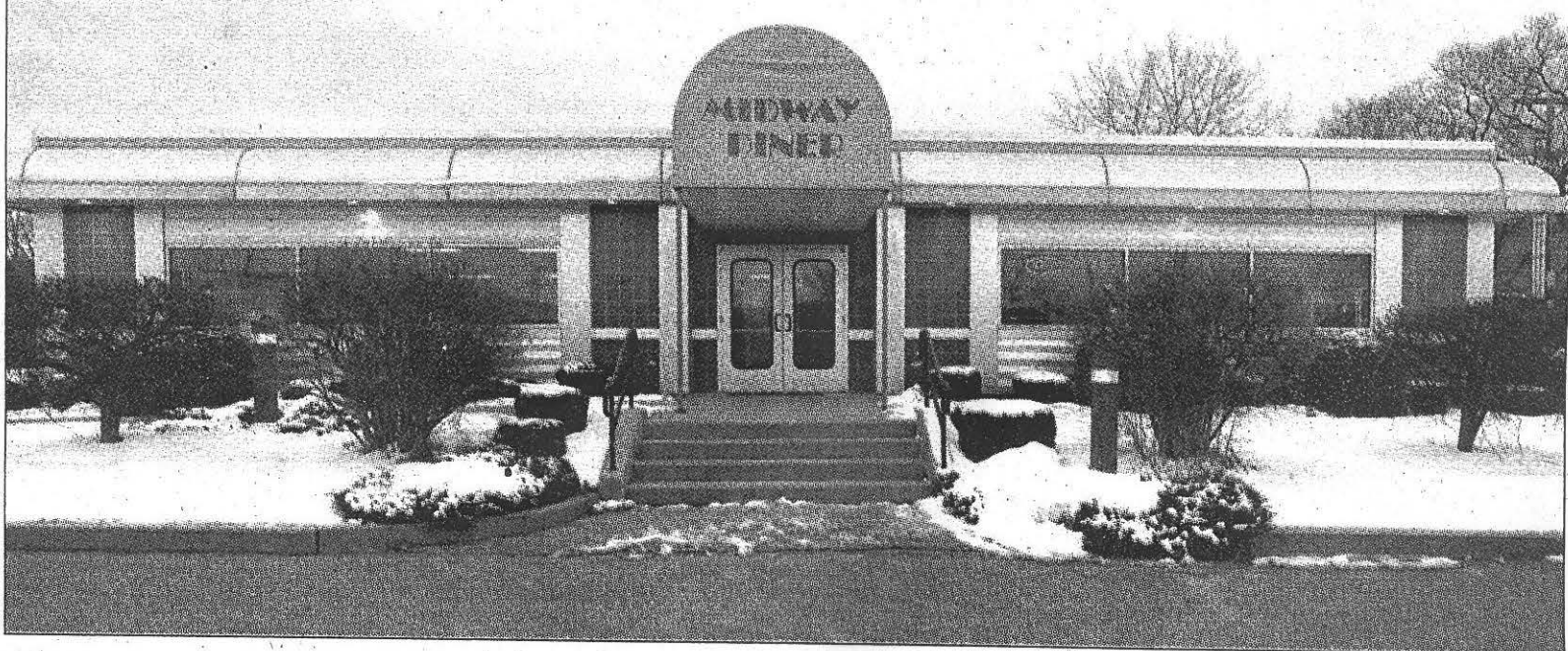
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"I've been involved with these people for 50 years and it's coming to an end and I feel sad about it," Valente said.

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The Midway Diner in Rutland is shown on Saturday.

ALBERT J. MARRO / STAFF PHOTO

Midway Diner lives on

By **BRUCE EDWARDS**
STAFF WRITER

Rutlanders who wax nostalgic about gravy over fries and the memories of the Midway Diner can rest easy — the old restaurant will be around for a while longer.

"What we're not doing is selling the Midway Diner," owner Frank Trombetta Jr. pronounced over a cup of coffee at the diner last week.

Plans to turn the Midway on South Main Street into the state's second IHOP (International House of Pancakes) have fallen through.

Trombetta and partner John Valente signed a deal last year to sell the Midway to the Handy family, who own the only IHOP in the state in South Burlington.

But the two partners said that just before Christmas they were notified that the Handys couldn't come up with the financing to make the deal happen.

So for Trombetta, Valente and manager Lisa Blanchard, Valente's daughter, it was business as usual.

They all said it was also a



ALBERT J. MARRO / STAFF PHOTO

Frank Trombetta, right, holds a photograph of the original Midway Diner on South Main Street in Rutland. At left is business partner John Valente and Linda Blanchard is in back.

Christmas present of sorts to the veteran 10-person Midway staff.

Blanchard said if the sale had gone through there was no guarantee her employees would have a job.

"They were able to apply to IHOP," Blanchard said.

"But most of our staff have been here for at least 10 years."

The Midway Diner at 120 South Main St. has gone through several changes since Eddie Copps opened the diner in 1947. In 1962, Copps sold it to Frank Trombetta Sr.

The original Pullman-

style railroad diner, built by the Patterson Vehicle Company of New Jersey, couldn't keep up with the times and was sold by the senior Trombetta in 1996 to Thomas Tresch of Orwell. A new and larger Midway restaurant that seats 125 was built, set farther back from the road behind the Midway Mobil and convenience store.

Trombetta said in a 1996 interview that selling the iconic diner was a difficult decision. "With all the competition, sometimes you have to make moves that are bothersome, but eco-



HERALD FILE PHOTO

The Midway Diner's sign looms large on South Main Street in Rutland in 1995.

nomically have to be done," he said.

There have been other changes as well. The old Midway was known for being open 24/7. But those days ended nearly 20 years ago. And the restaurant further cut back its hours, closing at 3 p.m.

Although the old diner is

gone, it still retains some of that old diner atmosphere. There are cozy booths and the food is still diner food: hamburgers, fries with gravy, and lots of decadent desserts. There's a "Happy Days" feel as well with vinyl records tacked on the walls complemented by '50s and '60s music over the speaker

system.

Sitting around one of the rectangular, Formica-topped tables, Trombetta, Valente and Blanchard swapped stories about the diner's past.

Valente recalled with a bit of humor that back in

✱ See Diner, Page A7

Diner

✱ Continued from Page A5

days when the diner was open 24 hours it would sometimes take on a different atmosphere after the bars closed.

"When they came at 2 o'clock, they were so freakin' drunk all they wanted to do was fight," Valente said.

Blanchard, too, recalled her own experience.

"I think I was a waitress once for one shift, one of those overnight shifts, and I didn't do it again," Blanchard said with a laugh and a hint of nostalgia.

Trombetta said the Midway still makes money but the competition for the local dining-out dollars has increased.

As the Killington ski area started to expand and with it more dining choices on the mountain, fewer skiers came to town. Then came

more competition down the street.

"Applebee's, Friendly's, the 99, they were very tough to compete with," Trombetta said.

Valente chimed in that the restaurant business is a way to make a living. "You don't get rich," he said.

As far as changes now that IHOP is out of the picture, Valente said nothing is imminent.

"We're really in a process of re-evaluating what's going on here," he said.

He said one thing is certain: The Midway is open for business.

Bring on the fries and gravy.

John J. Valente



PROCTOR — John J. Valente (JIV), 70, of Proctor passed away Wednesday morning, March 19, 2014, at Beth Israel Deaconess Medical Center in Boston.

He was born in Valle, Province of Avellino, Italy, January 3, 1944, the son of Vito and Nicoletta (Miele) Valente.

After an early education in Italy, John's family moved to Rutland where he attended Mount St. Joseph Academy, and graduated with the class of 1962. He graduated from Champlain College in Burlington, VT, in 1965 with an accounting degree.

On January 22, 1966, he married Jane (Mazut) Valente of Proctor. They had three daughters. John was a loving and devoted husband and father for 48 years. He was hard working and always put his family first.

John enjoyed golfing. He was a member and sat on the board of directors at the Proctor-Pittsford Country Club for 33 years. He also enjoyed traveling and spending time with his family. He was a pillar of strength to many people and touched many people's lives. John will best be remembered for his wonderful sense of humor and ability to tell a joke, while laughing through the punch

line. When John first arrived in Rutland from Italy, he worked at the Midway Diner as a dishwasher and moved up to a cook and eventually a partner in 1988. The patrons and employees of the Midway Diner were very dear to his heart. They were like family.

Surviving is his wife, Jane of Proctor. He is also survived by a daughter, Nicolette Lash and granddaughter, Sylvia Lash of East Middlebury; a daughter, Lisa Blanchard and her husband, Ray, and grandchildren, John, Caroline, and Gabriela of Middletown Springs; and a daughter, Maribeth Valente, and grandchildren, Jazmin and Spencer of Proctor; one brother, Pasquale Valente of Falciano, Italy; three sisters, Filomena Valente of Rutland Town, Lucia Spallieri of Rutland and Angela Lettiere of Naples, FL; and several nieces and nephews.

Visiting hours will be held from 2 to 5 p.m. Tuesday, March 25, at Clifford Funeral Home in Rutland.

Funeral Services will be held at 11 a.m. Wednesday, March 26, at Christ the King Church in Rutland.

A reception will follow and a private burial will be at a later date.

Mount St. Joseph Academy held a special place in John's heart. He did fundraising and served on the MSJ school board for many years. Contributions may be made to Mount St. Joseph Academy, Convent Avenue, Rutland, VT 05701.

DON'T
EVER
GIVE UP



The Mountain Times • July 11 - 17, 2013•

Historic building getting facelift for Rutland's western gateway

By Lani Duke

Rutland's gateway from the west should be inviting, an invitation to both occasional visitors and those who use it frequently. But scaffolding around the tan Art Deco building at 173 West Street has disfigured this important entrance for most of the past five years, snagged on the delineator between past and present.

Built about 1930 to house John L. Cootey's growing automotive dealership, the two-story building reflected the prevalent design of the time. Art Deco represented the new machine age, with crisp, straight, orderly lines, glass blocks for natural light with privacy, and stylized trim.

When the U.S. Postal Service began making repairs to the exterior of what was now the post office annex, it failed to take into account Section 106 of the National Historic

Preservation Act, requiring any federal agency to consult with the appropriate historical preservation body before starting work on a historic property. Instead, the USPS began demolishing the terra cotta façade.

The Vermont Division of Historic Preservation was forced to request that the work stop, says Devin Colman, state architectural historian for Vermont. At that time, the state believed that although there were other terra cotta façade Art Deco structures in Vermont, the Cootey

building was the only one constructed with polychrome facing.

After a lengthy consultation process, the two parties reached an agreement. The damaged portions of the building's historic polychrome terra cotta Art Deco façade were to be rehabbed with new terra cotta.

However, a closer examination sets 173 West St. even further apart from the others. All the other frequently cited Art Deco structures – the Flynn Theatre in Burlington, the W.G. Grant building in Springfield and its twin in Newport, the Latchis Hotel and Theatre in Brattleboro, and the former Montgomery Ward building and the turreted Service Building on Rutland's Merchants Row – are faced with other materials.

The Cootey building is Vermont's sole example of terra cotta work.

Social scientists and community developers have increasingly emphasized retention of as many representative building styles and materials as are consistent with a given community's history. Doing so retains that indefinable "sense of place" that gives each locale its own individuality, makes it "home" to the people who live there.

Lest an insistence on matching the original terra cotta exterior seem like an unreasonable demand, Colman is quick to say that terra cotta itself is still commonly used as a building material. "The trick is to make a mold and match the original," he says.

A recent agreement between the State Historic Preservation Office and the USPS calls for not only fabricating new terra cotta tiles for the building's exterior, but also replacing broken glass panels, refurbishing steel frame windows, and removing lead paint and asbestos. All is likely to be complete by late 2014.

Memories artfully etched in stone



to be taking a personal foliage tour this fall heading up Cold River Road toward Shrewsbury, stop in at the Pierce Grocery Store when you reach the summit. They can easily point you in the right direction to view this masterpiece of art.

To view other pieces of

Lila Carrara, Sarah Barker and Larry Carrara at the Northam Cemetery in Shrewsbury at the dedication of their artistic bench created by Bowker and Son Memorials. Sam's Good News photos.

By Peter Rau, Sales, Sam's Good News

Lila and Larry Carrara of Shrewsbury are celebrating a major milestone in October, their 61st Wedding Anniversary. Typically, a special occasion memento would be in order, but, instead, they have chosen to immortalize another October romance that is dear to them; this one measured in days, not years! Of course, we are talking about the famous romance of Jessica the Cow and Josh the Moose which took full bloom on the Carrara farm in Shrewsbury beginning in October 1986. Thirty years ago, starting on October 23rd and lasting for 76 days, the unlikely romantic pair captivated the entire region. It ended as quickly as it began, but the memories are as fresh to Lila and Larry as if the whole romance just

occurred.

To commemorate the occasion, the Carrara's commissioned Keith and Sarah Barker of Bowker and Son Memorials in West Rutland to come up with a fitting tribute. The pair did not disappoint. Through their collaborative efforts, they created a fabulous bench portraying the romantic scenario in intricate detail. The four piece masterpiece is made out of polished jet black granite with an engraved scene depicting Jessica and Josh on the farm in 1986.

Over 20 hours went into the project which employed laser etching techniques to deliver a finished product that is absolutely breathtaking. The scene is so clean and precise that the camera lens does not do it justice. Like most art, it has to be seen in person

to really be appreciated. Luckily, that can happen now. Lila and Larry just had an unveiling of the artistic bench at their family plot located just inside the entrance to the Northam Cemetery in Shrewsbury. So, if you happen to be out on a Sunday drive or happen

Keith and Sarah's work, stop in to see them at Bowker and Son Memorials at 269 Clarendon Ave (Route 133) in West Rutland. They can be reached at 802-438-2222 or through their website at www.bowkerandsonmemorials.com.

DEWEY FIELD: A HISTORY

by David F. Dickinson 8-16-1996

When anybody goes to Dewey Field with all its tennis courts, bleachers, snack bar and fencing, one might think it was always a fancy field. However, many changes have been made over the years.

Back fifty years ago, one of the obstacles was a left field that had a large drop-off into a gravel pit, (affectionately called "the dump"). A ball hit into "the dump" was almost always a home run. In center, the area was steep, a good area for mountain goats. Center field was also home to a very large rock. Right field was level but had a heavy crop of hard hack brush about two feet tall. The right fielder had to hurtle over the brush in pursuit of any fly ball in his area. This was a difficult task for the unlucky guy who was put in right field.

The large pine that stood in the area of tennis courts was our answer to a jungle gym. The young guys around the field spent a lot of time crawling high into the branches of the old pine. One of those guys was the present day Rutland Town Clerk, Richard Del Bianco. He would climb to the very top of the tree and proceed to broadcast any game that was going on at the time. Mostly, it was fake because the microphone was not hooked up to anything. It was, however, very entertaining. Sadly, lightning struck the old tree last fall and it had to be removed. A two hundred year old landmark was gone forever.

Dewey Field was not named as a tribute to Admiral Dewey (Vermont's famous Admiral) as some of us had thought. Instead, it was named "Dewey" after a widow, Ella Dewey, who was the lady who sold the property to the Vermont Marble Company.

Vermont Marble Company deeded the 4-1/3 acres to the Town in 1939. The sale price was less than \$100. A restriction in the deed reads that the land shall always be used for recreational purposes only. If used for anything else, the land would revert to the Vermont Marble Comp..

Improvements to Dewey Field were not always made with money furnished by the Town. The members of the Center Rutland A.C. ran bingos to raise money for improvements. In the forties and fifties, Town Officials did not consider money for recreation a necessity.

The Center Rutland A.C. hired R.D. Barker and his steam shovel to remove the hill in center field. The fill from the hill was given to local contractors but the A.C. asked for a donation in return. As each donation was received, they hired R.D. Barker for another day. At times, as many as seven or eight trucks were lined up for this fill. Some people, like Bill Taranovich from T&T Tractor, loaned equipment. Farmers from around the Town drove his bulldozer. The Wilk Bros. donated the use of their grader to help level the field. Members of the A.C. were always looking for used materials to bring to the field. The Rutland Fairground Association was replacing some of the bleachers in the Grandstand and gave the A.C. the old bleachers for Dewey Field. A crew of teenagers and adults went to the fairgrounds with a farm truck to haul the bleachers to Dewey. When assembled, Dewey Field had bleachers for the first time. They were a far cry from the nice bleachers there today, but it was a start. Then lights were donated by Jimmy Marro and the poles were donated by CVPS Corporation. They were put up with employees donating their labor and skill to erect the lights. Town Officials soon started making money available for improvements and the recreation efforts in Rutland Town took a new direction.

Many people in our Town had a hand in improving Dewey Field. Some of these people have passed on. Some of the young guys are now adults and live among us.

Some of the families that helped in one way or another to develop Dewey Field and helped develop the baseball activities were: the Del Bianco family, the Blickarz and Gallipo families, Joe F. Czachor, Sabotka, Dickinson, Duprey, Ribolini, Popovitch and Vajda.

In recent years, the Town Fathers (Selectmen) and the Recreation Commission have taken over the improvements.

This short history is dedicated to some of our greatest fans, who hardly ever missed an opportunity to sit in the bleachers and cheer the team on. Those that I remember most are the late Hamlet Terenzini, the late Arvid Johnson and the late Jim Reilly.

Members of the first organized youth team who deserve a lot of credit for getting some degree of organization going were; Rick and George Duprey, Robert Pond, Teter Baker, Mike Sabotka, Stanley Bania, Mike Blickarz, Rod Gallipo, Robert Sharp, Lindy Larson, Victor Regimbald, John Thomas, Richard Wood and others.

Bates House,



A. H. TUTTLE & SON, Proprietors.

First class in all respects. Elegantly furnished. Rooms heated by steam and well ventilated. Lighted by electricity throughout. Bath Rooms and Billiard Parlors, and, in fact, complete in all its appointments. Admirably adapted to the comfort of families and transients, who will find it a homelike resort at all seasons of the year. The location is most desirable, being in the business section of the town, and directly opposite the Union Depot. Especially adapted for

COMMERCIAL TRAVELERS

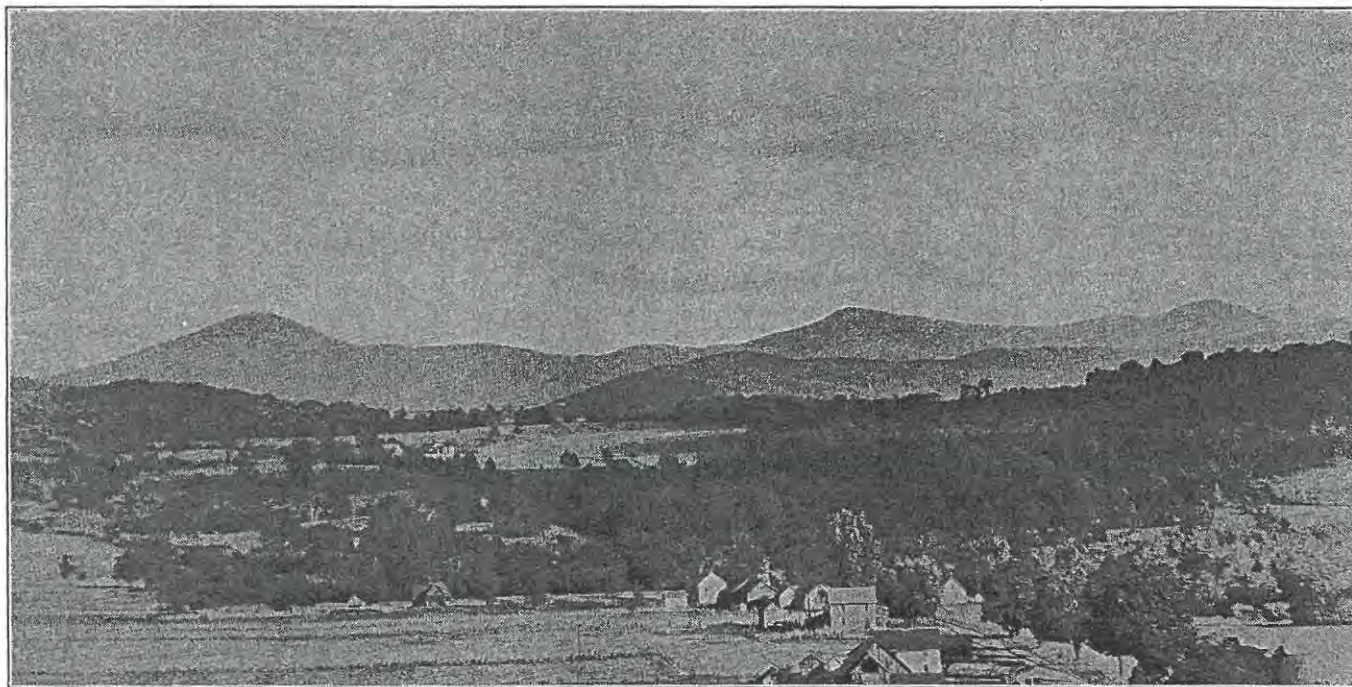
on account of its well lighted and commodious Sample Rooms.



A First Class Livery is connected with the House.

ALL STREET CARS PASS THE HOTEL.

Rutland Directory 1889-'90



The Monarchs of the Valley—Mounts Pico, Killington and Shrewsbury.

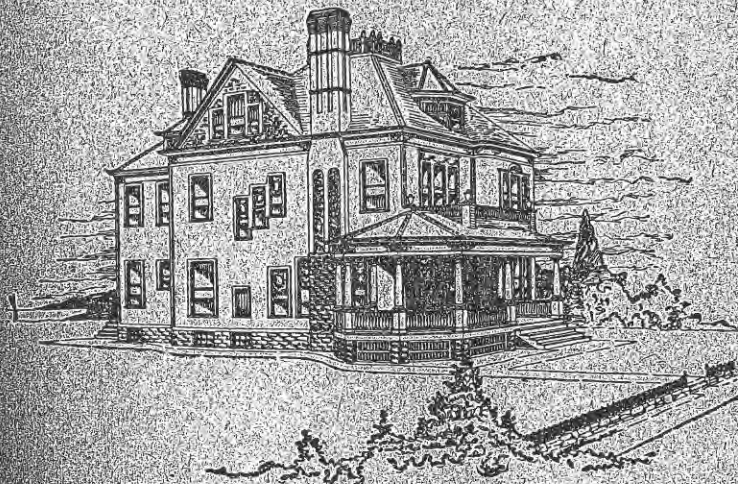
CHARLES E. PAIGE,

(Formerly of Paige & Heath.)

Contractor and Builder. Work Done Promptly by Day or Contract.

Plans and Specifications Furnished on Application. Contracts

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Office and Residence, 141 North Main Street, Rutland, Vt.

Rutland Directory 1897-98

JOHN A. MEAD, President.
WILLIE LEWIS, Manager.

E. PIERPOINT, Vice-President.
O. W. MUSSEY, Treasurer.

THE P. E. CHASE MFG. CO.,



MANUFACTURERS OF

CHILDREN'S WAGONS, CARTS, AND WHEELBARROWS,

Step Ladders, Folding Tables, Ironing Boards, Etc., Etc.

CURTIS AVENUE,

RUTLAND, VT.

Rutland Directory 1885-86



STATE NORMAL SCHOOL, CASTLETON, VT.

Fall Term begins Third Tuesday in August.
Spring Term begins third Tuesday in February.

ABEL E. LEAVENWORTH, Manager.
Miss LOUISA M. LEAVENWORTH, Associate.

Tuition, \$6.00 per Quarter.
Board, \$3.50 per Week.

Rutland Directory 1889-90

EDDY BROS. PURE SPRING WATER ICE.



1903



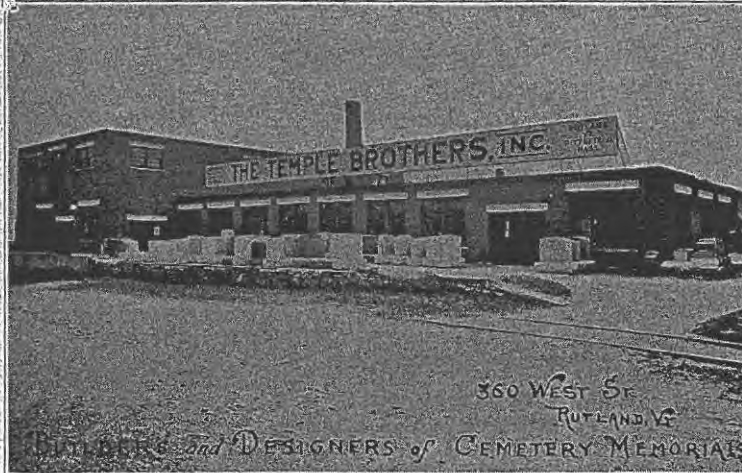
EZEKIEL EDDY, Sole Owner.

Prompt and careful attention to all orders. Special rates to Hotels, Restaurants, Markets and large consumers. Post office address, **RUTLAND, VT.**
Teams loaded on ponds in winter with No. 1 Ice at reasonable rates. **TELEPHONE CONNECTION.**

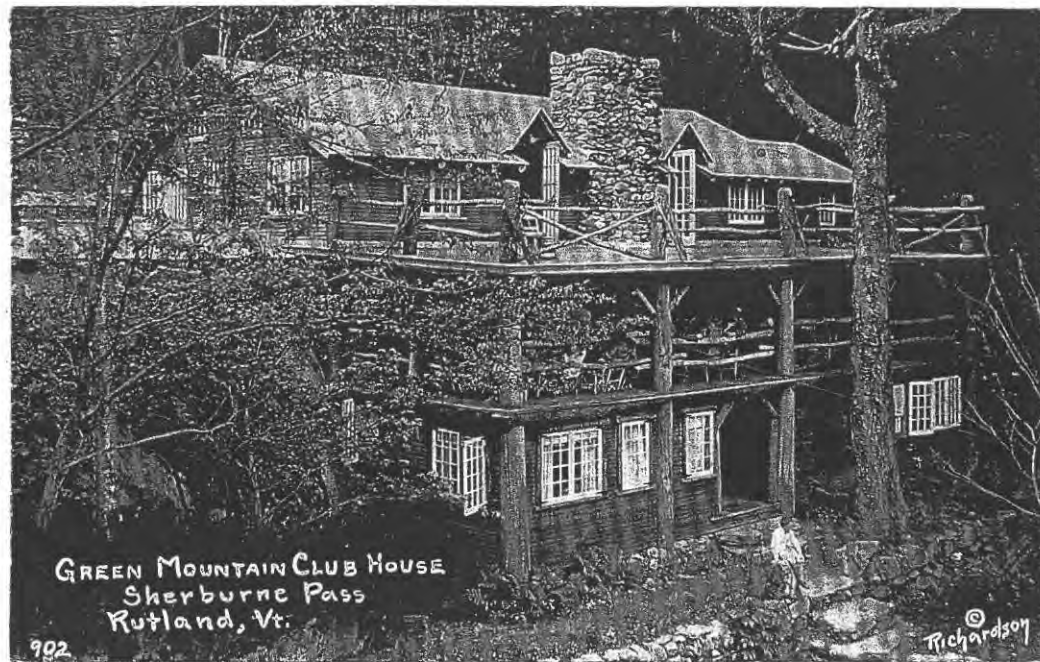
*Rutland Directory 1903-4
1888-89*

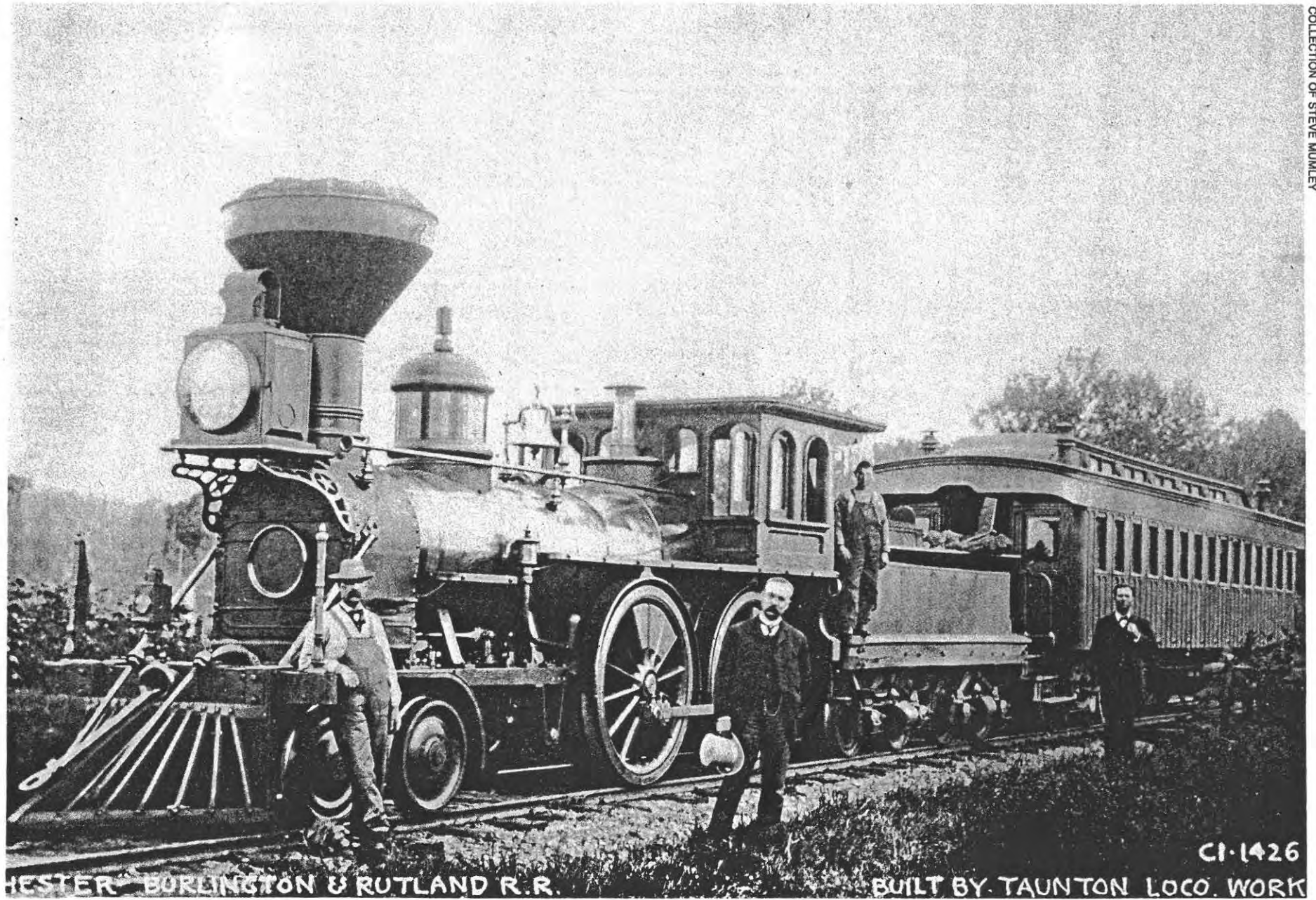
1936—RUTLAND DIRECTORY—1936

373



Temple Crossing
West St.





Eng. "Chester" #15, of the Burlington & Rutland. Built 1850, scrapped 1892. S-15.

Train leaves main track

It was a picturesque Sunday and my wife and I were on our way to shop downtown and we saw the West Street rail road crossing blocked by a Rutland City Police Cruiser. There were big trucks, cranes from Miller Crane Service and equipment from Fabian Construction.

Just before the cranes started to lift, a supervisor held a get together with

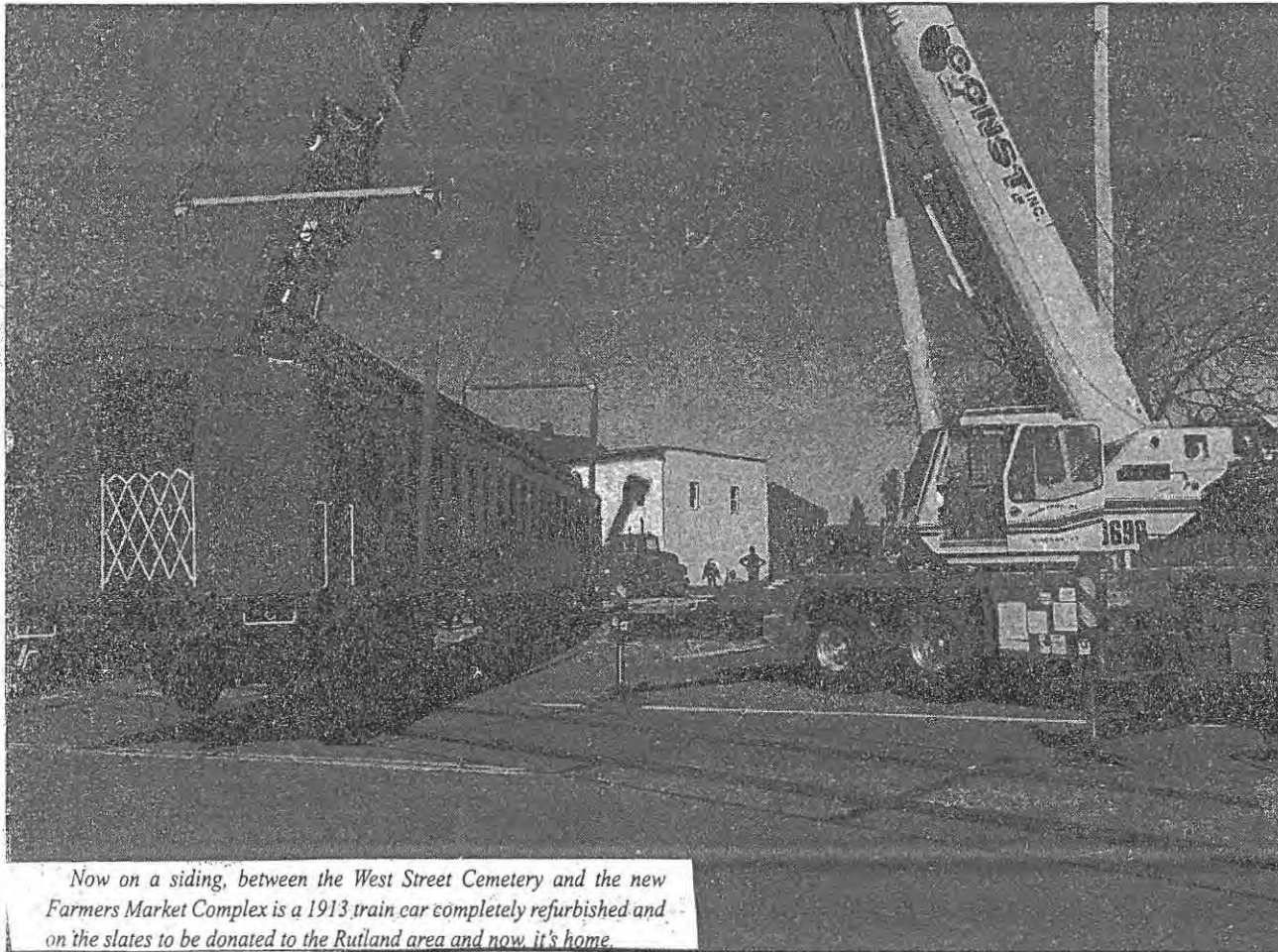
Vermont Railway people and the crane operators to plan on how this fifty-two ton train car was going to be lifted off the main track, pivoted from its westerly direction and point it northerly. Then, Ron Fabian would cable his excavator to the train car and pull it up hill while it rested on wooden planks. The meeting ended and the lift was underway.

To watch two crane operators work in unison with their supervisor and gingerly lifted this massive restored train car off the track and turned it ever so carefully. It was then lowered to the wooden planks and up pulled Ron Fabian to do the pull. By then, I had to go.

Just the thought of how important it was for the crew to work together,

for the crane's to work in unison and how if there was any damage to the main track, Amtrak wouldn't be able to leave Rutland.

Our thumbs up go to Greg Cox, representing the Farmers Market and being there through every inch of the process. Nice Job Greg, you managed to do something that was talked about in the 1990's and you helped make it happen.



Now on a siding, between the West Street Cemetery and the new Farmers Market Complex is a 1913 train car completely refurbished and on the slates to be donated to the Rutland area and now, it's home.

CONNECTICUT RIVER BRIDGES

(On the Vermont - New Hampshire State Line, but maintained by New Hampshire.)

Flemington, Vt.	Columbia, N. H.	1
Lunenburg, Vt.	Lancaster, N. H.	1
Newbury, Vt.	Haverhill, N. H.	1
Windsor, Vt.	Concord, N. H.	1
Total		4

NUMBERS
BY COUNTY

	State	Private	Historic Site	Total
1 Addison	1	1	1	3
2 Bennington	5	1		6
3 Caledonia	4	2		6
4 Chittenden	4	2		6
5 Essex		None		
6 Franklin	9		1	10
7 Grand Isle		None		
8 Lamoille	14	1	1	16
9 Orange	11	-	-	11
10 Orleans	2	1	-	3
11 Rutland	8	1	1	10
12 Washington	9	5		14
13 Windham	8	4	1	13
14 Windsor	9	4	1	14
Total	86	27	6	119



First Vermont Bank

Member FDIC

Bank Locations

Barre

(476-4135) 47 North Main Street 05641
315 North Main Street

Bellows Falls

(463-4511) 2 Church Street 05101

Bennington

(447-1513) 500 Main Street 05201
(442-3111) Monument Plaza

Brandon

(247-3711) 1 Franklin Street 05733

Brattleboro

(254-8711) 215 Main Street 05301
Putney Road

Castleton

(405-5833) Zip Code 05735

Chester

(875-2151) Zip Code 05143

Manchester Center

(362-2900) Bonnett Street 05255

Rutland

(773-3321) 89 Merchants Row 05701
46 North Main Street
278 South Main Street
439 West Street

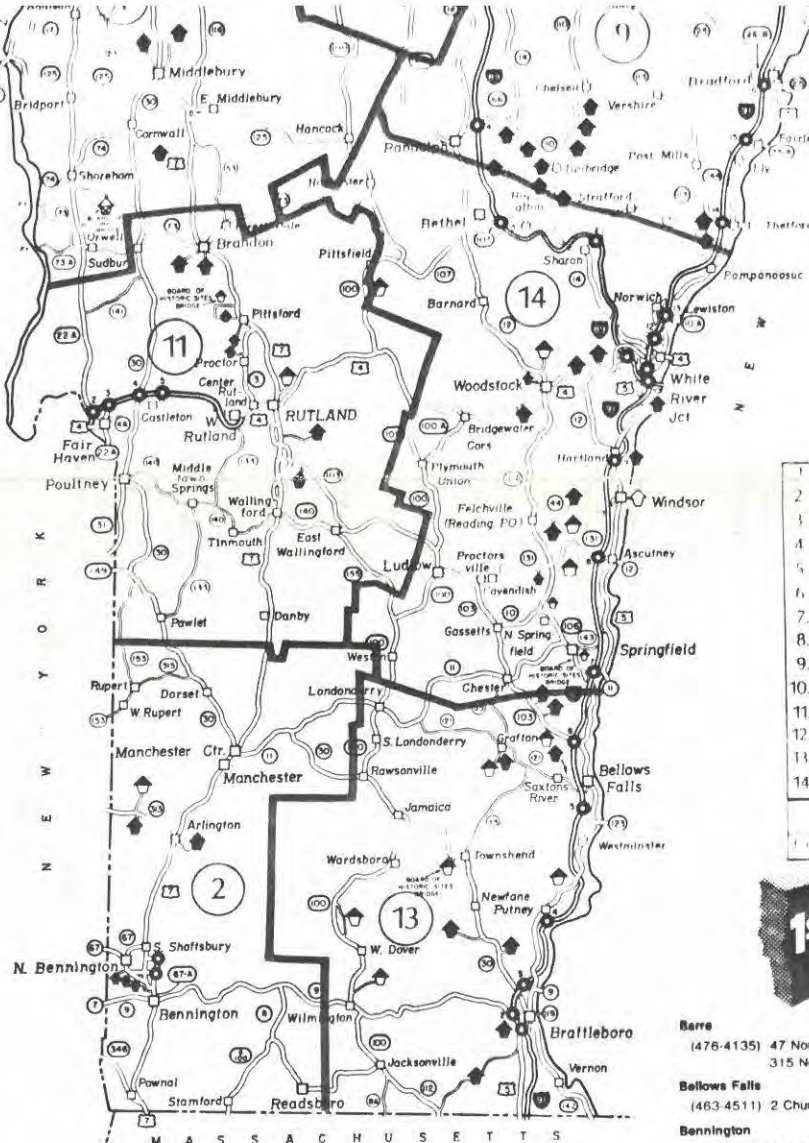
Waterbury

(244-7891) 14 South Main Street 05676

ADMINISTRATION

Brattleboro

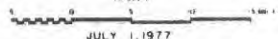
(254-8711) 215 Main Street 05301



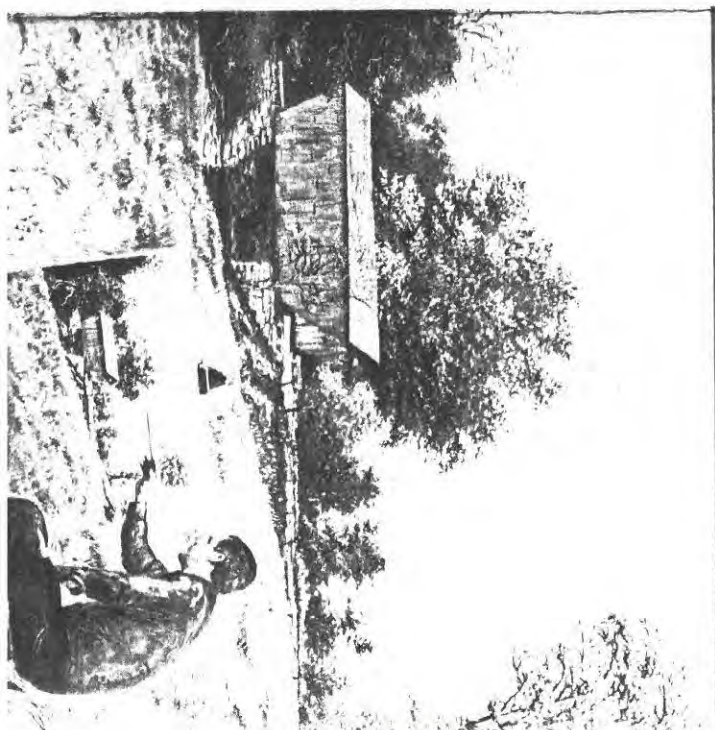
**VERMONT
COVERED BRIDGES**

STATE OF VERMONT
DEPARTMENT OF HIGHWAYS
HIGHWAY PLANNING DIVISION

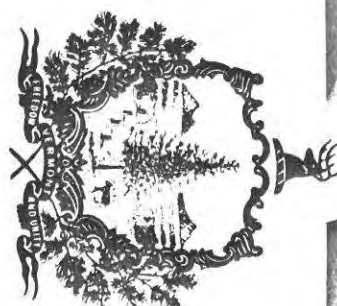
SCALE



JULY 1, 1977



Vermont's Covered Bridges
by Neal G. Templeton



Builder: Unknown
Built: Possibly about 1851

Type: Howe truss
Dimensions: Four spans

Crossing: Otter Creek

Fate: Replaced by steel bridge sometime after late 1860's, but before 1880's.

11. Ripley Bridge

Location: Rutland City, on Ripley Road between former Ripley Marble Works and the College of St. Joseph

Builder: Unknown

Built: Sometime before 1856

Type: Burr arch

Dimensions: 217 feet long (may have been double-laned).

Crossing: Otter Creek

Fate: Replaced by steel bridge in 1902.

12. Dorr Bridge

Location: Rutland City, on River Street, just below Fern Cottage

Builder: Evelyn Pierpoint

Built: 1872

Type: Town lattice

Dimensions: 201 1/2 feet long, about 19 feet wide

Crossing: Otter Creek

Fate: Destroyed by flood of 1927

13. Billings Bridge

Location: Rutland Town, on Park Street

Builder: Timothy K. Horton

Built: 1831

Type: Town lattice

Dimensions: Unknown

Crossing: Otter Creek

Fate: Destroyed by arson on Halloween night 1952 at 11:09 p.m.

Covered Bridges of Rutland AREA

Top Row (l to r)

1. Proctor Village Bridge

Location: Proctor, at the village, just before Sutherland Falls

Builder: Lewis Wolcott

Built: Around 1841

Type: Town lattice

Dimensions: Unknown

Crossing: Otter Creek

Fate: Replaced by marble bridge in 1915

2. 1876 Bridge

Location: Rutland City on Grove Street near the Country Club

Builder: Nicholas Powers

Built: 1876

Type: Town lattice

Dimensions: 83 1/2 feet long, 16 feet wide

Crossing: East Creek

Fate: Destroyed 3 June 1947 during the Flood of '47

3. Mill Village Bridge

Location: Rutland Town, just off Rt. 7 on

McKinley Avenue, before Ted Hendee's Garage

Builder: Nicholas Powers

Built: About 1870

Type: Town lattice

Dimensions: 70 feet long

Crossing: East Creek

Fate: Destroyed 3 June 1947 during Flood of '47

4. Lester Bridge

Location: Rutland Town on Rt. 7, just before

Sherwin William's Farm stand

Builder: Nicholas Powers

1897-98
THE RUTLAND DIRECTORY.

The **ÆTNA** is noted for its Prompt Payment of Claims. . . .
G. F. NORTH, Manager, Cor. Grove and West Sts.

STREETS AND AVENUES.

Adams street runs north from 75 North to Field avenue.
Aiken place runs east from 44 North Main.
Allen street runs east from 180 South Main.
Ash street runs north from 128 Walnut.
Baxter street runs north from 255 West to beyond Walnut.
Bellevue avenue runs north from 42 Woodstock avenue to Temple street.
Brown street runs south from 100 Franklin street to South.
Burnham avenue runs west from 57 North Main to 60 Elm.
Campbell street runs from Meadow to Forest.
Center street runs from Merchants Row east to Lafayette.
Chaffee road runs from Clement road to Kelley street.
Chaplin avenue runs east from 210 South Main near fair ground.
Chase avenue runs south from Curtis avenue.
Cherry street runs from 48 Forest southeast to Franklin.
Chestnut avenue runs from 69 Williams north to Garden.
Church street runs north from 63 West street to North.
Cleveland avenue runs from 159 State street to Oak.
Clinton avenue runs east from 100 N. Main street to Davis.
Clover street runs west from 116 South Main to Strongs avenue.
Cold River road runs east from 270 South Main.
Columbian avenue runs southwest from State street (opp. Work House) to West.
Convent avenue runs west from 69 Forest street to Meadow.
Cottage street runs north from 87 West street to Williams.
Court street runs south from 40 West street to Washington.
Court square from 15 West street south and east to So. Main.
Cramton avenue runs north from 375 West.
Crescent street runs west from 109 North Main to Baxter.

1897-98
THE RUTLAND DIRECTORY.

THE **ÆTNA LIFE INSURANCE CO.** issues a large variety of
Accident Policies. G. F. NORTH, Mgr., Cor. Grove and West Sts.

Curtis avenue runs east from 241 South Main.
Davis street runs north from 25 Temple to Clinton ave.
East street runs north from Jackson street to Woodstock ave.
East Center street runs east from 18 South Main.
East Washington street runs east from 34 South Main.
Edson street runs south from 102 West street to Willow.
Elm street runs north from 55 West street to Kendall ave.
Engrem avenue runs east from 78 S. Main to East.
Evelyn street runs from Merchants Row to West.
Evergreen street runs from 86 State street north.
Field avenue runs west from 256 North Main street to Grove.
Fifth avenue, a small lane running north from Union.
Forest street runs south from 226 West street to Park.
Franklin street runs west from the termination of Furnace street to 77 Forest.
Freeman ave. runs east from Stratton road, near head of Allen.
Freight street runs from 164 West to Evelyn.
Furnace street runs south from Union street to Franklin.
Gleason road runs from head of Woodstock to city line.
Gibson avenue runs west from 181 Granger street to Forest.
Granger street runs south from 86 Franklin street to Park.
Grant avenue runs east from 18 Elm street to Nichols.
Grove street runs north from 125 West, beyond the city line.
Harrington avenue runs from the reservoir to Stratton road.
Harrison avenue runs from 123 Mineral street to Park ave.
Hazel street runs north from 231 State street to Pine hill.
High street runs east from 122 North Main.
Holly street runs north from 115 Oak.
Hopkins street runs west from 99 South Main to Strongs ave.
Horton street runs south from 26 Curtis ave.
Howe street runs southeast from 19 Forest street to Franklin.
Ivy street runs south from 17 Moulthrop place.
Jackson avenue runs east from 90 So. Main to Stratton road.
Keenan road runs from head of Allen.

1897-98
THE RUTLAND DIRECTORY.

ACCIDENT PREMIUMS, Semi-Annual or Quarterly, at pro rata rates. G. F. NORTH, Manager, Cor. Grove and West Sts.

Killington avenue runs east from 66 South Main to city line.
Kingsley avenue runs west from 102 North Main to 96 Church.
Lafayette street runs north from 61 Killington ave.
Library avenue runs west from 71 N. Main to Cleveland ave.
Lincoln avenue runs north from 39 West street to city line.
Linden street runs from Grove to Ash.
Locust street runs from Grove to Ash street.
Madison street runs west from 69 South Main to Strong's ave.
Main street crosses the top of West street. It is numbered north and south from West street, and traverses the city from its northern limits. The divisions are shown in the map as South Main street and North Main street.
Mansfield place runs east from 14 South Main.
Maple street runs west from 83 Grove street to Baxter.
Meadow street runs south from 272 West street to southeast corner of Catholic cemetery.
Melrose avenue runs west from 122 N. Main street to Church.
Merchants Row runs south from West street, opposite Grove, to Washington.
Mill Village (not shown in map) is the section of North Main street that runs beyond the city line.
Mineral street runs west from 63 Pine street to Cleveland ave.
Morse street runs east from Spruce, near C. & P. railroad crossing, to Forest.
Morse place runs north from 15 Madison.
Moulthrop place runs west from 153 South Main.
Mussey street runs south from 64 Allen street to Curtis ave.
Nickwackett street runs south from 92 Center to Washington.
Nichols street runs north from 27 West street to Kendall ave.
North Main street runs from the head of West street north to city line.
North street runs west from 141 North Main street to Grove.
Noyes avenue runs north from 131 State street to Robbins.

1897-98
THE RUTLAND DIRECTORY.

For Professional men we have a very desirable and low rate Accident Policy. G. F. NORTH, Manager, Cor. Grove and West Sts.

Oak street runs west from 155 Grove.
Park avenue runs west from Grove street (opposite Mrs. Baxter's residence to Baxter street).
Park street runs west from South Main, near fair grounds.
Pearl street runs north from 75 Crescent street to Field ave.
Phillips avenue runs north from 23 Park street.
Pierpoint avenue runs north from State, west of House of Correction.
Pine street runs north from 185 West street to Park ave.
Plain street runs east from 164 Forest.
Pleasant street runs south from 26 Washington to Madison.
Post street runs south from 58 River street to South.
Prospect street runs south from 36 Washington to Strong's ave.
River street runs west from 20 Strong's ave. to Dorr bridge.
Roberts avenue runs west from 81 North Main to 82 Church.
Robbins street runs west from 41 Pine street to Baxter.
Royce street runs west from 79 South Main to 71 Strong's ave.
School street runs west from 33 Forest street to 26 Meadow.
South Main street runs from head of West, south to city line.
South street crosses Forest at 101 and runs east and west.
Spellman terrace runs east from East street.
Spruce street runs south from 70 River street to Plain.
State street runs west from 51 Grove street and forms a junction with West street, near Center Rutland.
Stratton road, east of the city, runs south from Woodstock ave.
Strong's ave. runs from southern terminus of Merchants Row, at Washington street, to So. Main (near fair grounds).
Summer street runs north from 91 State street to Maple.
Temple street runs east from 70 North Main.
Terrill street runs east from 1 South Main.
Travers place runs east from 12 Meadow.
Union street runs west from Evelyn street to 33 Forest.
Vernon ave. runs west from Lincoln avenue to Adams (north of Tenney brook).

1897-98
THE RUTLAND DIRECTORY.

Would you gain a competency? Take an Endowment Policy in the
Ætna Life Ins. Co. G. F. NORTH, Manager, Cor. Grove & West Sts.

Wales street runs south from 70 West street to Strongs ave.

Washington street runs west from 33 South Main to Merchants
Row (opp. City Hall).

Walnut street runs west from 167 Grove to Baxter.

Water street runs north from State street to Mineral.

Watkins avenue runs north from 371 West.

West street runs west from 1 North Main to Center Rutland.

Williams street runs from 70 Grove street to Nichols.

Willow street runs west from 27 Wales street to Edson.

Wood avenue runs west from 121 Church street to 124 Pearl.

Woodstock avenue runs east from 30 North Main street to
beyond the city limits.

- 1867 - BROOK STREET - - North from Cain Street to Tanyard Creek
CAIN STREET - - Westerly from Grove Street to Baxter Street
CHENEY STREET - - Franklin Street to Forest Street
FURNACE STREET - - Union Street to Franklin Street
MAIDEN LANE - - Southerly from Cain Street to Mineral Street
MECHANIC STREET - - Center of Forest Street to west end of village
- 1872 - MINERAL STREET - - Westerly from 63 Pine Street to Cleveland Avenue
PERKINS AVENUE - - Easterly from Grove Street to Main Street
TURNPIKE STREET - - Main Street easterly to end of village
UNION STREET - - Uniting Evelyn and Freight Streets to Forest Street
- 1874 - GARDEN STREET - - Runs east from Grove Street
SPRING STREET - - From Grove Street to Pine Street
MOULTHROP AVENUE - - Runs west from 153 South Main Street
- 1899 - CAMPBELL STREET - - Runs from Meadow Street to Forest Street
CHAFFEE ROAD - - Runs from Clement Road to Kelley Street
IVY STREET - - Runs south from 17 Moulthrop Place
KEENAN ROAD - - Runs from head of Allen Street
Kissane Place - Runs north from 141 West Street

Streets and Avenues.

Adams street runs north from 75 North to Field avenue.
 Aiken place runs east from 44 North Main.
 Allen street runs east from 180 South Main.
 Ash street runs north from 128 Walnut.
 Baxter street runs north from 255 West to beyond Walnut.
 Bellevue avenue runs from 42 Woodstock ave. to Temple.
 Brown street runs south from 100 Franklin to South.
 Burnham avenue runs west from 57 North Main to 60 Elm.
 Campbell street runs from Meadow to Forest.
 Center street runs from Merchant Row east to Lafayette.
 Chaffee road runs from Clement road to Kelley street.
 Chapin avenue runs east from 210 South Main near fair ground.
 Chase avenue runs south from Curtis avenue.
 Cherry street runs from 48 Forest southeast to Franklin.
 Chestnut avenue runs from 69 Williams north to Library avenue.
 Church street runs north from 63 West to North.
 Cleveland avenue runs from 159 State to Oak.
 Clinton avenue runs east from 100 North Main to Davis.
 Clover street runs west from 116 So. Main to Strongs ave.
 Cold River road runs east from 270 South Main.
 Columbian avenue runs southwest from State street (opp. House of Correction) to West.
 Convent avenue runs west from 69 Forest to Meadow.
 Cottage street runs north from 87 West to Williams.
 Court street runs south from 40 West to Washington.
 Court square runs from 15 West south and east to South Main.
 Cramton avenue runs north from 375 West.

Crescent street runs west from 109 No. Main to Baxter.
 Curtis avenue runs east from 241 South Main.
 Davis street runs north from 25 Temple to Clinton ave.
 East street runs north from Jackson avenue to Woodstock avenue.
 East Center street runs east from 18 South Main.
 East Washington street runs east from 34 South Main.
 Edson Street runs south from 102 West to Willow.
 Elm street runs north from 55 West to Kendall avenue.
 Engrem avenue runs east from 78 South Main to East.
 Evelyn street runs from Clement bldg. Merchants Row to West.
 Evergreen street runs from 86 State north.
 Field avenue runs west from 256 North Main to Grove.
 Fifth avenue is a small lane running north from Union.
 Forest street runs south from 226 West to Park.
 Franklin street runs west from Furnace to 77 Forest.
 Freeman avenue runs east from Stratton road near head of Allen.
 Freight street runs from 164 West to Evelyn.
 Furnace street runs south from Union to Franklin.
 Gleason road runs from head of Woodstock to city line.
 Gibson avenue runs west from 181 Granger to Forest.
 Granger street runs south from 86 Franklin to Park.
 Grant avenue runs east from 18 Elm to Nichols.
 Grove street runs north from 125 West beyond city line.
 Harrington ave. runs from the reservoir to Stratton road.
 Harrison ave. runs from 123 Library ave. to Park ave.
 Hazel street runs north from 231 State to Pine hill.
 High street runs east from 122 North Main.
 Holly street runs north from 115 Oak.
 Hopkins street runs west from 99 So. Main to Railroad.
 Horton street runs south from 26 Curtis avenue.

Howe street runs southeast from 19 Forest to Franklin.
 Ivy street runs south from 17 Moulthrop place.
 Jackson ave. runs east from 90 So. Main to Stratton road.
 Kendall avenue runs west from 71 No. Main to Church.
 Killington avenue runs east from 66 South Main to city line.
 Kingsley avenue runs west from 102 North Main to 96 Church.
 Lafayette street runs north from 61 Killington ave.
 Library avenue runs west from 71 North Main to Baxter.
 Lincoln avenue runs north from 39 West to city line.
 Linden street runs from Grove to Ash.
 Locust street runs from Grove to Ash.
 Madison street runs west from 69 So. Main to Strongs ave.
 Main street crosses the top of West street. It is numbered north and south from West street, and traverses the entire city in both directions. The divisions are shown in the map as South Main street and North Main street.
 Mansfield place runs east from 14 South Main.
 Maple street runs west from 83 Grove to Baxter.
 Meadow street runs south from 272 West street to south-east corner of Catholic cemetery.
 Melrose avenue runs west from 121 No. Main to Church.
 Merchants row is the nearest business thoroughfare to the railroad depot, running north and south from West to Washington streets.
 Mill Village (not shown in map) is the section of North Main street that runs beyond the city line.
 Morse street runs east from Spruce to Forest.
 Morse place runs north from 15 Madison.
 Moulthrop place runs west from 153 South Main.
 Mussey street runs south from 64 Allen to Curtis avenue.
 Nickwackett street runs south from 92 Center to Washington.

Nichols street runs north from 27 West to Kendall ave.
 North Main street runs from the head of West street north to city line.
 North street runs west from 141 North Main to Grove.
 Noyes avenue runs north from 131 State to Robbins.
 Oak street runs west from 155 Grove.
 Park avenue runs west from Grove street (opposite the Baxter residence) to Baxter street.
 Park street runs west from South Main, near fair grounds.
 Pearl street runs north from 75 Crescent to Field avenue.
 Phillips avenue runs north from 23 Park.
 Pierpoint avenue runs north from State, west of House of Correction.
 Pine street runs north from 185 West to Park avenue.
 Plain street runs east from 164 Forest to railroad.
 Pleasant street runs south from 26 Washington to Madison.
 Post street runs south from 58 River to South.
 Prospect street runs south from 36 Washington to Strongs avenue.
 Rice avenue runs west from 59 Forest.
 Ripley street runs from Dorr bridge to "Brookside."
 River street runs west from 20 Strongs avenue to Dorr bridge.
 Roberts avenue runs west from 81 No. Main to 82 Church.
 Robbins street runs west from 41 Pine to Baxter.
 Royce street runs west from 79 South Main to 71 Strongs avenue.
 Scale avenue runs west from 97 Strongs avenue to railroad.
 School street runs west from 33 Forest to 26 Meadow.
 South Main street runs from head of West, south to city line.
 South street crosses Forest at 101 and runs east and west.
 Spellman terrace runs west from 85 East.

Spruce street runs south from 70 River to Plain.

State street runs west from 51 Grove street and forms a junction with West near Center Rutland.

Stratton road, east of the city, runs south from 186 Woodstock avenue.

Strong's avenue runs from southern terminus of Merchants row, at Washington street, to South Main (near fair grounds).

St. John street runs south from 170 Woodstock avenue.

Summer street runs north from 91 State to Maple.

Temple street runs east from 70 North Main.

Terrill street runs east from 1 South Main.

Travers place runs east from 12 Meadow.

Union street runs west from Evelyn to 33 Forest.

Vernon avenue runs west from Lincoln avenue to Adams (north of Tenny brook).

Wales street runs south from 70 West to Strong's ave.

Washington street runs west from 33 South Main to Merchants Row (opp. City Hall).

Walnut street runs west from 167 Grove to Baxter.

Water street runs north from State to Library avenue.

Watkins avenue runs north from 371 West.

West street runs west from 1 No. Main to Center Rutland.

Williams street runs from 70 Grove to Nichols.

Willow street runs west from 27 Wales to Edson.

Wood avenue runs west from 121 Church to 124 Pearl.

Woodstock avenue runs east from 30 North Main street to beyond the city limits.

STREETS WHOSE NAMES HAVE CHANGED

From time to time various streets or sections of streets have been known by names other than those applied to them at the present time.

Old deeds and maps sometimes refer to them by former names and in an attempt to clarify them this list is prepared.

ALOEDIA ST. - Now Hillcrest Road
 BATES ST. - Now Chaplin Ave. *MAIN ST. To R.R.*
 BLANCHARD AVE. - Now School St.
 BONVUE AVE. - Now Grandview Terrace
 BROADWAY - Now Strongs Ave.
 CAIN ST. - Crescent St. - Grove to Baxter also Park Ave.-Grove to Baxter *2 CAIN STS.*
 CANTERBURY COURT - Now Newport Drive
 CAUSEWAY ST. - Now East St. *QUESTIONABLE REF F/132 Q*
 CHERRY ST. - Shown on some old maps as Brown St.
 CHENEY ST. - Now Crescent St. - Church St.-Church St.- North Main St.
 CLARK ST. - Now Hopkins St. - Between Strongs Ave. and R.R.
 CREEK ROAD - Now Dorr Drive
 CROSS ST. - Some old maps show this as Meadow St.
 EDSON ALLEY - Now Willow St.
 FAIRVIEW ST. - Now Dana Ave.
 FIELD ST. - Now Coolidge Ave.
 GARDEN ST. - Now Library Ave. & Kendall Ave. - Grove to North Main
 GATEWAY ROAD - Now West St. - West at City Line
 GREEN ST. - Now Killington Ave.
 GREENO ROAD - Now Grove St.
 HARRINGTON AVE. - Deeds of about 1880 call it Stratton Road
 KEENAN ROAD - Now Perkins Road
 KELLY ROAD - Now Ripley Road - *CREEK ROAD*
 LAUREL LANE - Now Durham Ave.
 LIBERTY ST. - East end of East Center St.
 LOCUST ST. - Now Shadow Lane
 LONG ST. - Now Spruce St.
 MAIDEN LANE - Now Wood Ave.
 MECHANIC ST. - Now Convent Ave.
 MINERAL ST. - Now Library Ave. - Baxter St. to Pine St.
 NORTH PERKINS AVE. - Now North St. - Grove to North Main St.
 PERKINS AVE. - Now Crescent St. - Grove to Church & Church-Crescent-North
 PHILLIPS AVE. - Now Porter Place
 PINE AVE. - Now Preville Ave.
 RIVER ST. - Some old maps included Madison St.
 SCHOOL ST. - Now Wood Ave. - At one time there were two School Sts.
 SIOUX PLACE - Now Mahoney Ave.
 SPRING ST. - Now State St.
 TATER ST. - Now McKinley Ave.
 UNION ST. - Once included Freight St.
 VERMONT ST. - Now Kendall Ave.

Norman E. Favor
 Dec. 31, 1980

17-July-1991

CITY OF RUTLAND STREETS

ALOEDIA ST.	old street name	for	HILLCREST ROAD
BATES ST.	"	"	CURTIS AVE.
BLANCHARD AVE.	"	"	SCHOOL ST.
BONVUE AVE.	"	"	GRANDVIEW TERR.
BROADWAY	"	"	STRONGS AVE.
CAIN ST.	"	"	CRESCENT ST.(GROVE-BAXTER)
CAIN ST.	"	"	PARK AVE.(GROVE-BAXTER)
CANTERBURY CT.	"	"	NEWPORT DR.
CHENEY ST.	"	"	CRESCENT ST.(CHURCH-MAIN)
CLARK ST.	"	"	HOPKINS (STRONGS AVE.-R.R.)
CROSS ST.	"	"	MEADOW ST. (sometimes)
DEACON SMITH RD.	"	"	ALLEN ST.
EDSON ALLEY	"	"	WILLOW ST.
FAIRVIEW ST.	"	"	DANA AVE.
FIELD ST.	"	"	COOLIDGE AVE.
GARDEN ST.	"	"	KENDALL AVE.
GARDEN ST.	"	"	LIBRARY AVE. (CHURCH-PINE)
GATEWAY RD.	"	"	WEST ST. (near city line)
GREEN ST.	"	"	KILLINGTON AVE.
GREENO RD.	"	"	GROVE ST.
KEENAN RD.	"	"	PERKINS RD.
KELLY RD.	"	"	CREEK RD.
LAUREL LN.	"	"	DURHAM AVE.
LIBERTY ST.	"	"	EAST CENTER ST. (east end)
LOCUST ST.	"	"	SHADOW LN.
LONG ST.	"	"	SPRUCE ST.
MAIDEN LN.	"	"	WOOD AVE.
MECHANIC ST.	"	"	CONVENT AVE.
MINERAL ST.	"	"	LIBRARY AVE. (BAXTER-PINE)
PERKINS AVE. NORTH	"	"	NORTH ST. (GROVE-MAIN)
PERKINS AVE.	"	"	NORTH ST. (MAIN-CHURCH)
PERKINS AVE.	"	"	CHURCH ST.(CRESCENT-NORTH ST.)
PERKINS AVE.	"	"	CRESCENT ST. (GROVE-CHURCH)
PHILLIPS AVE.	"	"	PORTER PL.
PINE AVE.	"	"	PREVILLE AVE.
RIVER ST.	"	"	MADISON ST. (sometimes)
SCHOOL ST.	"	"	WOOD AVE.
SIOUX PL.	"	"	MAHONEY AVE.
SPRING ST.	"	"	STATE ST.
STRATTON RD.	"	"	HARRINGTON AVE. (sometimes)
TATER ST.	"	"	McKINLEY AVE. (rutland town)
UNION ST.	"	"	FREIGHT ST.
VERMONT ST.	"	"	KENDALL AVE.
STATE ST.	"	"	COLUMBIAN AVE.

- The Rutland Daily Herald -

EDWIN EDGERTON

Born in Windsor, VT. Feb. 13, 1802

Graduated from Dartmouth College
in 1824.

In 1829 he married Susan Curtis,
the daughter of General Curtis
of Windsor, VT.

He was a well known and respected
lawyer of the area.

In 1840 he moved to Clarendon
Springs, VT. for the benefit of
his wife's health and 4 years
later moved to Rutland, VT. and
lived at 26 Woodstock Avenue for-
ever after. Susan Curtis Aiken,
his daughter, died July 14, at the
age of 59 years. She was the wife
of William P. Aiken and also lived
at 26 Woodstock Avenue and where
her service was held.

Mr. Edgerton's health compelled
him to retire in 1875.

He died July 31, 1891 following the
death of his daughter on the 14th.

Mr. Edgerton's Funeral.

Edwin Edgerton's funeral was held at
his home on Woodstock avenue at 3
o'clock yesterday afternoon. Rev. Dr.
Seaver officiated. The services were
opened with prayer, followed by reading
of the scriptures and singing by a quartet
composed of Miss Ella Olmstead, Mrs.
Cardelle, Harry Whittier and W. W.
Griffith. The address by Dr. Seaver treated
of the long life of Mr. Edgerton and its
influence on social life in Rutland. The
services closed with prayer and the hymn
"My Faith Looks up to Thee." The
bearers were Dr. Gale, C. W. Perry and
E. E. and W. P. Aiken. Many members
of the Rutland county bar attended the
funeral. Mr. Edgerton was buried in
Evergreen cemetery and there were short
services at the grave.

NOVEMBER 30-1891

The selectmen were out Saturday in-
specting more new roads. A petition
was presented to the board some time ago
asking for a road from a point opposite
the east line of Samuel Terrill's house on
East street to Lafayette street, a distance
of about 30 rods. The board decided to
lay out the new street, which will be
nearly parallel with Woodstock avenue.
It will be known as Edgerton street. One
cent damages was awarded to the prop-
erty owners.

h
2014



Bennington - NW Henry



Middlebury - NW Pupmill



No. Tunbridge - N Flint



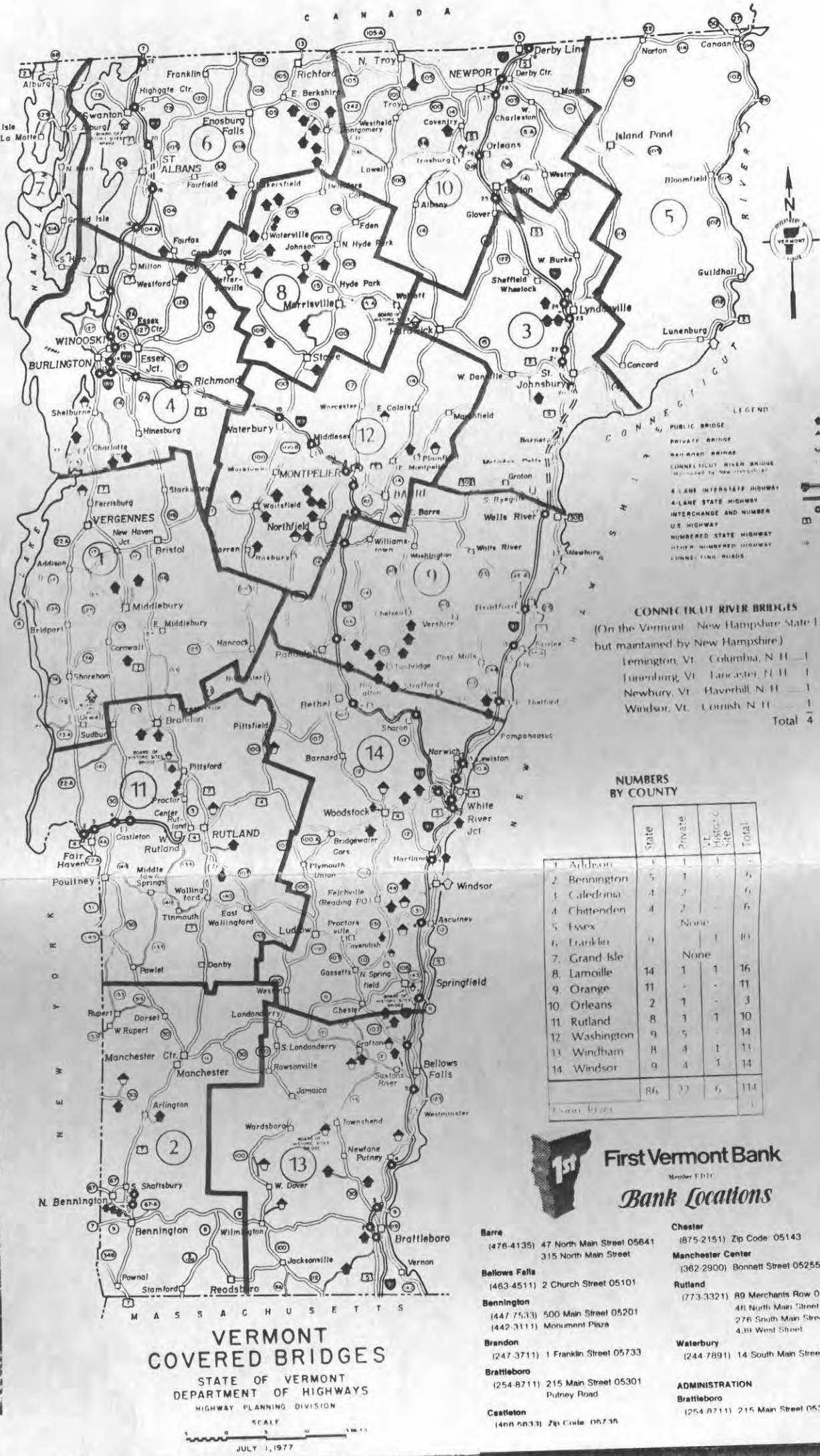
Northfield Falls - C Station and Newell



Wolcott - SE Fisher Railroad

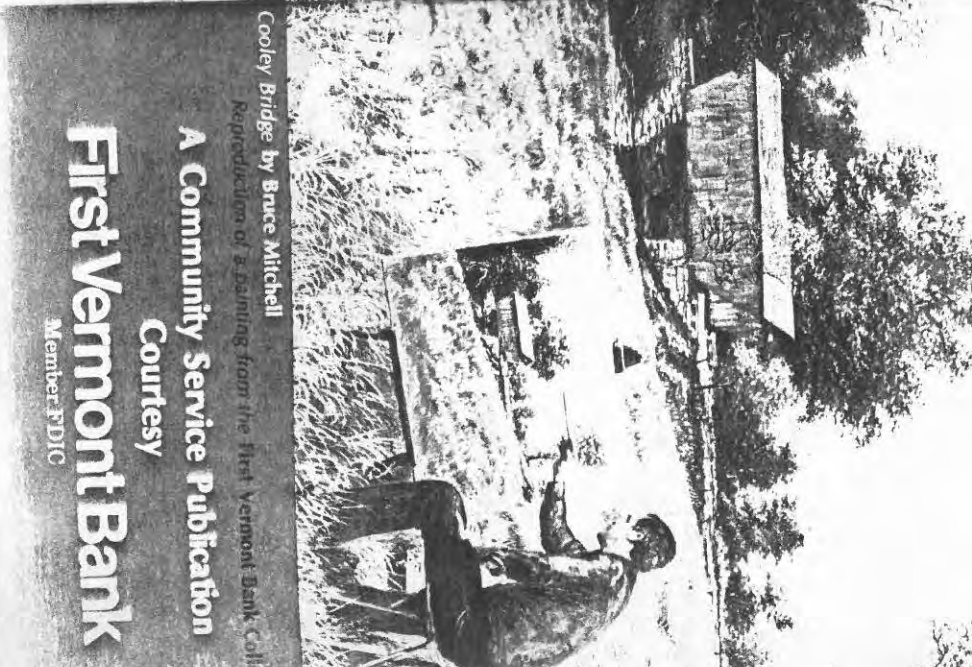


Woodstock - C Middle



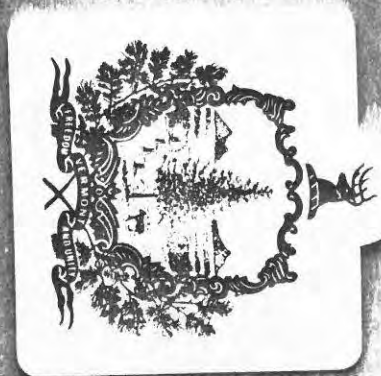
First Vermont Bank
Member FDIC
Bank Locations

- Barre**
(476-4135) 47 North Main Street 05641
315 North Main Street
- Bellows Falls**
(463-4511) 2 Church Street 05101
- Bennington**
(447-7533) 500 Main Street 05201
(442-3111) Monument Plaza
- Brandon**
(247-3711) 1 Franklin Street 05733
- Battleboro**
(254-8711) 215 Main Street 05301
Putney Road
- Castleton**
(466-6633) Zip Code 05735
- Chester**
(875-2151) Zip Code 05143
- Manchester Center**
(362-2900) Bonnett Street 05255
- Rutland**
(773-3321) 89 Merchants Row 05701
401 North Main Street
276 South Main Street
430 West Street
- Waterbury**
(244-7891) 14 South Main Street 05676
- ADMINISTRATION**
Battleboro
(254-8711) 215 Main Street 05301



Cooley Bridge by Bruce Mitchell
Reproduction of a painting from the First Vermont Bank Collection
A Community Service Publication
Courtesy
First Vermont Bank
Member FDIC

Vermont's Covered Bridges
by Neal C. Templeton



This leaflet is a documentation of Vermont's most treasured landmark — the Covered Bridge. It salutes the builder-engineers whose construction techniques changed the science of covered bridge building across our land. The location highlights featured in this publication illustrate a story of lasting romance among the people of Vermont for their Green Mountain bridges. The principal reason for this leaflet is to have all visitors to our bridges consider the importance of preserving a vanishing American landmark.

Covered bridges scattered throughout the valleys of Vermont are among the most scenic and memorable attractions that can be found anywhere. Many were uncovered wooden bridges constructed years before they found it expedient to cover and protect them.

The fact that they are covered usually leads to the question, why? The answer is very simple - to protect from the elements and preserve the wooden trusses that make up the bridge. The covering usually does not contribute any strength to the bridge, but it does make it very picturesque. Actually, this was the only part of the construction in which the builder could show his ingenuity in the trimming of the portals and windows.

The earliest trusses were simple wooden Kingposts for short spans and Queenposts for longer spans. The Multiple Kingpost, Long, Paddleford, Burr Arch and Town Lattice trusses were developed next to span much larger rivers. The Howe truss (1840 Patent) revolutionized bridge building by utilizing iron rods with wood. This commercialized bridge building because the members could be pre-cut at a factory and shipped to be easily assembled for erection at the site. Because of the construction and use of bolted iron rods, the bridge could be tightened up and adjusted when necessary. There were other types of trusses made using one or more of the original designs, plus new truss designs that had limited use in their own region.

The first arches were of single planks usually attached to the trusses, but some were built into the trusses. The use of arches of laminated planks gained popularity as a means of strengthening older bridges and in new construction. As engineering developed, it was found that the arches built into the various new bridges were the main load support. The truss strengthened the arch, rather than the arch strengthening the truss, which some old bridge builders would find hard to accept.

The fact that so many covered bridges have been removed is hard to understand. Actually, there were some built that were poorly constructed in the beginning and nothing could be done to correct them. Others were not built strong enough to withstand modern loads. The main problem has been too little headroom or clearance for large vehicles. Actually, if our forefathers had known of these facts they could have built these features into the bridges and they would be more serviceable today. They did build many bridges that carried locomotives which had the necessary height and strength. Let's hope that our remaining covered bridges can be restored and preserved.

Vermont Bridges information is listed so that people can locate the bridges and be able to compare their various characteristics. There are many things that one can look for in visiting covered bridges - for example, type of roof covering, style and color of covering, portal or entrance shape, window size and placement, river or stream condition, type of abutment or pier

construction, size of timbers, cross bracing construction, trunnels or wooden pegs, type of arch (plain, laminated, built in, added), and naturally, how well the bridge blends into the local landscape.

Vermont presently has 114 covered bridges of these various trusses:

Town Lattice	- 43	Pratt Arch	- 1
Queenpost	- 24	Howe	- 1
Kingpost	- 6	Paddleford	- 3
Multiple Kingpost	- 11	Haupt	- 1
Burr Arch	- 9	Stringer	- 9
Tied Arch	- 3	Railroad	- 3

In composing this list we had to decide if every covered bridge should be listed - old, new, large, small, authentic, non-authentic, publicly owned, historic site or privately owned. Basically the bridge listing is composed of authentic truss types, mostly old, and some new. We included some of the larger bridges that have steel and cement decks, but have unusually attractive wooden coverings which are called "Stringer Trusses". We did not list wooden foot bridges. However, they are very interesting and certainly are worth visiting.

The bridges are listed alphabetically by county. The other information is as follows:

Location	Alphabetically by town or village where located.
Name	Most popular name or names.
Date	Construction date or "No Date" listed.
Ownership	P = Private, VHS = Vt. Historic Site, All others State or Town.
Truss Type	Generally one type, but longer bridges sometimes have more than one type - sometimes truss types are combined.
(A)	This means the original deck beams and braces were removed and steel I beams put in to hold up the deck loads and bridge coverings. These bridges are no longer authentic covered bridges.
Length	Generally the overall length of the bridge.
Span	Usually one span. Where two or more spans appear the fact is noted.
Builder	Name of builder or construction company - sometimes abutment or pier contractor also shown. The word "Unknown" appears where this information has not been found.
	River or stream over which the bridge is located.
	Major highway or road nearest the bridge location.
	Unusual remarks or facts relative to the specific bridge are listed.

ADDISON COUNTY

Cornwall - SE
Station - 1865 - Town Lattice, 136' - Unknown - Otter Creek - W. off Rt. 7 four miles — Widest spaced truss members in any town lattice in Vermont - Renovated 1970, New center pier added.

Ferrisburg - N
Spade Farm (P) - 1824 - Town Lattice, 85' - Justin Miller - Small Pond - W. next Rt. 7 — 1953 moved to present location.

Middlebury - NE
Halpin - 1824 Est. - Town Lattice, 66' - Unknown - Muddy Branch of New Haven - E. off Rt. 7 two miles — Highest bridge above stream bed in Vt. - Unusual stone abutments, natural waterfalls below bridge.

Middlebury - NW
Pulp Mill - 1820 Est. - Burr Arch, 179' - Unknown - Otter Creek - Middlebury, Weybridge Rd. - Bridge on town line between Middlebury and Weybridge — Two lane bridge of three spans - One of two in Vt. (other at Shelburne Museum) - Only six left in entire United States - Originally built for Waltham Turnpike Company, but date and builder unknown - Only two open to daily traffic in the United States - Waterfalls just below bridge "dam".

Shoreham Ctr.
Rutland Railroad (VHS) - 1897 - Howe, 108' - Rutland Railroad - Lemon Fair River - W. off Rt. 7 at Whiting off Shoreham Ctr. Rd. — Tracks now removed, rail line abandoned - One of three railroad bridges still standing in Vt.

BENNINGTON COUNTY

Bennington - NW
Paper Mill - 1840 Est. - Town Lattice, 125' - Charles F. Sears - Walloomsoc River - S. next Rt. 67A — Waterfalls above bridge "dam".

Bennington - NW
Silk or Locust Grove - 1889 - Town Lattice, 88' - Unknown - Walloomsoc River - S. next Rt. 67A.

Bennington - NW
Henry - 1840 Est. - Town Lattice, 125' - Unknown - Walloomsoc River - S. off Rt. 67A one mile — Double truss rare.

Sunderland
Chiselville - 1870 - Town Lattice (A), 117' - Daniel Oatman - Roaring Brook - E. off Rt. 7 two miles — New center pier added.

W. Arlington
Bridge at the Green - 1852 - Town Lattice, 80' - Unknown - Battenkill River - W. off Rt. 7 next to Rt. 313.

Sandgate
Kreffer (P) - 1977 - Stringer, 39' - Green River - E. off W. Arlington - Sandgate Rd. - This planked decked steel I beam bridge has been turned into a covered bridge. - The design was by Susan dePeyster and William Skidmore was the chief carpenter. - Many local townspeople also have helped build this bridge that goes to Tom Kreffer's home, because they wanted a covered bridge in their town.

CALEDONIA COUNTY

Danville - SE
Green Bank Hollow - 1886 - Queenpost, 50' - Unknown - Joe's Brook - S. off Rt. 2 at Danville 2 1/2 miles.

Lyndon Corner - C
Schoolhouse - 1879 - Queenpost, 42' - J. C. Jones, Designer, Lee Goodell, Builder - So. Branch Passumpsic - W. off Rt. 5, So. Wheelock Branch Rd. — It is reported that the stone bridge abutments were built by John Clement who built 30 other bridge foundations in the Lyndonville area.

Lyndon Corner - C
Chamberlin or Whitcomb - 1881 - Queenpost, 66' - W. W. Heath, Superintendent - So. Branch Passumpsic - W. off Rt. 5, York St. and Middle Rd.

Lyndonville - N
Sanborn (P) or Center - 1869 - Paddleford, 120' - Unknown - Passumpsic - W. off Rt. 5, Junction of Rt. 114 — Bridge moved in 1960 to present location owned by Lynburk Motel and used as a real estate office.

Lyndonville - NE
Randall or Burrington (P) - 1865 - Queenpost, 66' - Unknown - Passumpsic - SE off Rt. 114, 3 miles N. of Lyndonville.

Lyndon Center - N
Miller's Run or Bradley - 1878 - Queenpost, 56' - E. H. Stone, Superintendent - Miller's Run - On Rt. 122.

CHITTENDEN COUNTY

Charlotte - NW
Lakeshore - No Date - Tied Arch, 39' - Leonard Sherman - Holmes Creek - W. off Rt. 7 Lake Road.

E. Charlotte - S
Lower or Quinlan - 1849 - Burr Arch, 87' - Unknown - Lewis Creek - E. off Rt. 7, Road to No. Ferrisburg.

E. Charlotte - S
Upper - 1849 - Burr Arch, 58' - Unknown - Lewis Creek - E. of Quinlan Bridge.

Jericho - E
Mills (P) - 1967 - Stringer, 25' - Merton Mills - Brown River - E. off Rt. 15 - This bridge is on the entrance road to a camping area that is operated by the Mills.

Shelburne - C
Museum (P) - 1845 - Burr Arch, 168' - Farewell Wetherby - Burr Pond - W. next Rt. 7 — Privately owned by Shelburne Museum - 1951 moved from Cambridge, Vt. and restored by Walter B. Hill - one of two two-lane bridges in Vt., the other located on Middlebury-Weybridge town line - Probably best restored bridge in Vt.

Westford - C
Westford or Brown's - 1837 - Burr Arch, 97' - Unknown - Brown's River - E. off Rt. 128 — Very heavy hewn timbers - Renovated in 1976 by townspeople and Vt. Seabee Reserves - Natural waterfalls below bridge.

ESSEX COUNTY

(None)

FRANKLIN COUNTY

E. Fairfield - S
E. Fairfield - 1865 Est. - Queenpost, 68' - Unknown - Black Creek - S. next Rt. 36.

Fairfax - C
Lower or Maple St. - 1865 - Town Lattice, 57' - Kingsbury & Stone - Mill brook - S. off Rt. 104.

Montgomery - C
Fuller or Blackfalls - 1890 - Town Lattice, 55' - Sheldon & Savannah Jewett - Black Falls Creek - N. next Rt. 118.

Montgomery - S
Comstock - 1883 - Town Lattice, 80' - Sheldon & Savannah Jewett - Trout River - S. next Rt. 118.

Montgomery - SW
West Hill or Crystal Springs - 1883 - Town Lattice, 40' - Sheldon & Savannah Jewett - West Hill Brook - S. off Rt. 118 three miles — Natural waterfall at bridge - on abandoned side road.

Montgomery - NW
Longley or Harnois - 1863 - Town Lattice, 89' - Sheldon & Savannah Jewett - Trout River - W. next Rt. 118.

Montgomery - NW
Hopkins - 1875 - Town Lattice, 80' - Sheldon & Savannah Jewett - Trout River - W. next Rt. 118.

Montgomery Ctr. - W
Hectorsville - 1883 - Town Lattice (Added Kingpost Brace), 54' - Sheldon & Savannah Jewett - So. Branch Trout - W. off Rt. 118 one mile.

Montgomery Ctr. - W
Hutchins - 1883 - Town Lattice, 54' - Sheldon & Savannah Jewett - So. Branch Trout - W. off Rt. 118 one mile — Natural waterfalls below bridge.

Swanton - E
Swanton Railroad (VHS) - 1898 - Town Lattice & Pratt Truss, 369' - St. Johnsbury & L. C. Railroad - Mississquoi River - E. off Rt. 7 — 3 Spans - Longest remaining railroad bridge - Rail line abandoned.

GRAND ISLE COUNTY

(None)

LAMOILLE COUNTY

Belvidere Jct. - SW
Mill, Junction or Lower - Unknown - Queenpost (A), 70' - Lewis Robinson - Kelley River - W. off Rt. 109.

Belvidere Jct. - SW
Morgan or Upper - 1887 - Queenpost, 60' - Lewis Robinson, Fred Tracey, Charles Leonard - Kelley River - W. off Rt. 109.

Cambridge - E
Gates Farm or Little (P) - 1897 - Burr Arch, 60' - George W. Holmes - Seymour River - E. off Rt. 15 — 1951 moved by Vt. Highway Dept. to present location which is now used by the farm.



W. Dummerston - N

W. Dummerston - 1872 - Town Lattice - Two Span, 280' - Caleb B. Lamson - West River - E. next Rt. 30 — Longest bridge within Vt. Grafton - W

MacMillan (P) - 1967 - Stringer, 57' - S. MacMillan - S. Branch Saxton's River - W. on Townshend Rd. — Not a true covered bridge, but picturesque with small waterfall (dam) just upstream from the bridge. Grafton - C

Kidder Hill - 1870 - Kingpost, 37' - Unknown - S. Branch Saxton's River - S. off Rt. 121, center of town.

Green River - 1870 - Town Lattice, 104' - Unknown - Green River - Green River Village — Waterfall (dam) just upstream from bridge - Town derrick stored in bridge.

Putney - N

Santa's Land (P) - 1956 - Stringer, 30' - Guy Brunton - Unnamed pond - W. off Rt. 5 in Santa's Land.

Rockingham - NW

Victorian Village (P) - 1967 - Kingpost - Aubrey Stratton - Unnamed brook - S. next Rt. 103 at Orton's Country Store — Originally the Depot Bridge, a Queenpost, 1872, built by Harrison Chamberlin, in Townshend, Vt. - Removed and stored in 1959 by Mr. Orton - Rebuilt in 1967.

Saxtons River - S

Hall, Barber Park or Osgood - 1867 - Town Lattice, 89' - Sanford Granger - Saxton's River - N. next Rt. 121 — Construction includes "Flying Buttresses" - Outside braces quite unusual.

W. Townshend - NW

Scott (VHS) - 1870 - Town Lattice & 2 Kingposts - 3 Span, 276' - Harrison Chamberlin - West River - W. off Rt. 30 below Townshend Dam — Original bridge had one Town Lattice Span 166', being the longest single span in Vermont - Two Kingpost bridges were added on the west end as the river washed the banks away - An arch added to the Town Lattice section many years ago has collapsed and a temporary center pier was added - The Vermont Historic Sites hopes to restore this bridge during the late 1970's.

Williamsville - W

Williamsville - 1860 Est. - Town Lattice, 120' - Caleb B. Lamson - Stony Brook or Marlboro Brook - W. off Rt. 30, Williamsville - So. Newfane Rd.

Wilmington - NE

Twin Silos or High Mowing Farm (P) - 1949 - Town Lattice, 22' - Haynes Brothers - Unnamed brook on farm - E. off Rt. 100 — This is a small, true reproduction of a Town Lattice Bridge.

WINDSOR COUNTY

Amsden - C

Salmond (P) - 1880 Est. - Multiple Kingpost, 54' - James F. Tasker — Removed in 1959 when Springfield-Weathersfield Dam Built - Presently used as storage shed by Town of Amsden.

Brownsville - W

Bowers or Brownsville - No Date - Tied Arch, 48' - Unknown - Mill Brook - N. off Rt. 44.

Brownsville - W

Smith (P) - 1973 - Town Lattice, 36' - H. P. Cummings Construction Co. - Mill Brook - S. off Rt. 44 — This is one-half of the Garfield Bridge of Hyde Park, built in 1870, removed in the 1960's, and relocated here by Thurston Twigg-Smith - The other one-half is in So. Pomfret.

Brownsville - W

Bests - 1890 - Tied Arch, 37' - A. W. Swallows - Mill Brook - S. off Rt. 44 — Town Report of W. Windsor 1890 shows bridge built at a cost of \$250.13.

Hartland - S

Martin's Mill - 1881 - Town Lattice, 143' - Unknown - Lull's Brook - E. off Rt. 5.

Hartland - N

Willard - No Date - Town Lattice, 135' - Unknown - Ottauquechee River - E. off Rt. 5 — Bridge above natural waterfalls - Just to the East used to be a large woolen mill.



Perkinsville - N

Downers - 1840 Est. - Town Lattice, 80' - Unknown - Black River - W. of Junction Rt. 106 and Rt. 44 — This bridge restored in 1975 and 1976 by Milton Gratton & Sons.

Perkinsville - S

Titcomb (P) - 1880 - Multiple Kingpost, 46.6' - Henry Tasker and James Tasker - Unnamed brook - E. off Rt. 106 — This was originally the Stoughton Bridge, removed in 1959 and restored in 1963 by Andrew A. Titcomb, the present owner.

So. Pomfret - C

Smith (P) - 1973 - Town Lattice, 36' - H. P. Cummings Construction Co. - Barnard Brook - W. off Rt. 12 near So. Pomfret — This is one-half of the Garfield Bridge of Hyde Park, built 1870, removed in the 1960's and relocated here by Thurston Twigg-Smith - Other one-half in Brownsville.

Quechee - C

Quechee - 1970 - Stringer, 90' - Quechee Lakes Development - Ottauquechee River - N. off Rt. 4 — This is not a true covered bridge, but because of its size and design it is worthy of mention.

Springfield - E

Baltimore (VHS) - 1870 - Town Lattice, 37' - Granville Leland - Unnamed brook beside Eureka School House - N. next Rt. 106 — This is a Vermont Historic Site and was relocated and restored in 1970 by Milton Gratton & Sons.

Taftsville - C

Taftsville - 1836 - Multiple Kingpost & Queenpost & Arches & Iron Rods - Two Span, 190' - Solomon Emmons - Ottauquechee River - N. next Rt. 4 — This bridge has a mongrel truss - There are no other similar trusses anywhere - However, it is very sturdy and has a most picturesque setting with a waterfall above bridge "dam".

Woodstock - C

Middle - 1969 - Town Lattice, 125' - Milton Gratton & Sons - Ottauquechee River - Off Rt. 4 — Vermont's newest authentic town lattice covered bridge - Severely damaged by fire in 1974, it has been completely restored in 1975 and 1976 by the original builder.

Woodstock - W

Lincoln - 1865 - Pratt Arch, 136' - Unknown - Ottauquechee River - S. next Rt. 4 — This is only Pratt type truss in Vermont.

Information for this leaflet was compiled by Neal G. Templeton of The First Vermont Bank and Trust Company. Sources of information include town clerks, historical societies, The Vermont State Highway Department, The Vermont Historic Sites Commission, The Connecticut River Valley Covered Bridge Society, The National Society For The Preservation Of Covered Bridges and the various people who own private bridges.

West Dummerston - C West Dummerston



Brattleboro - W Creamery



Cambridge - E Gates Farm



Hartland - N Willard



Lyndonville - N Sanborn



Cambridge Jct. - N
Poland or Junction - 1887 - Burr Arch, 140' - George W. Holmes - Lamoille River - N. off Rt. 15 Bypass to Rt. 109 — Unusual side boarding follows arch curve at center of bridge.

Jeffersonville - S
Grist Mill, Scott or Bryant - No Date - Burr Arch, 80' - Unknown - Brewster Brook - E. off Rt. 108 on Canyon Rd.

Johnson - N
Power House or School St. - 1870 - Queenpost, 75' - Unknown - Gihon River - W. next Rt. 100C — 1960 repaired by Wilmer Locke.

Johnson - N
Scribner or Mudget - No Date - Queenpost, 48' - Unknown - Gihon River - E. off Rt. 100C — It appears that the covering was added a few years after the bridge was built - Repaired in 1960 by Wilmer Locke.

Johnson - S
Waterman or German - 1868 - Queenpost, 87' - George S. Mills - Waterman Brook - S. off Rt. 15, River Rd.

Morristown - SW
Red or Sterling - 1896 - Queenpost, (A), 66' - Unknown - Sterling Brook - W. off Rt. 100 off Stowe - Morristown Rd.

Stowe - SE
Stowe Hollow or Gold Brook - 1844 Est. - Howe Truss, 50' - John N. Smith - Gold Brook - E. off Rt. 100 on Gold Brook Rd. — Only Howe Truss road bridge in Vt. - Railroad rails used for cross beams under deck - Only one known - 1969 town resolution for perpetual care.

Stowe - C
Covered Walkway - 1973 - Stringer, 150' - Vt. Highway Dept. - Waterbury River - Leaving Stowe on Rt. 108 — This is a unique covered walkway on the north side of a steel concrete bridge - This is not a true covered bridge, but its size and construction make it worth mentioning.

Stowe - NW
White Caps - 1970 - Cement Stringer, 56' - Clinton H. Thompson - West Branch Waterbury River - S. off Rt. 108 — This is a very cleverly enclosed cement bridge - Not a true covered bridge, but its size and construction make it noteworthy.

Waterville - C
Village or Church St. - 1877 Est. - Queenpost (A), 60' - Unknown - Kelley River - W. off Rt. 109.

Waterville - N
Montgomery or Lower - 1887 - Queenpost (A), 63' - Unknown - Kelley River - E. next Rt. 109.

Waterville - N
Jaynes, Upper or Coddington Hollow - 1877 Est. - Queenpost (A), 57' - Unknown - Kelley River - E. next Rt. 109.

Wolcott - SE
Fisher (VHS) - 1908 - Town Lattice & Pratt (A), 103' - St. Johnsbury & Lamoille Co. R.R. - Lamoille River - S. off Rt. 15 — This is the only covered railroad bridge in use on a regular rail line - Unusual construction has cupola running entire length of ridge pole - Steel I beams now support the deck.

ORANGE COUNTY

Chelsea - S
Moxley or Guy - 1886 - Queenpost, 55' - Arthur Adams - First Branch White River - E. next Rt. 110.

E. Randolph - S
Gifford or C. K. Smith - 1904 - Multiple Kingpost Half Truss (A), 50' - Unknown - Second Branch White River - E. off Rt. 14.

E. Randolph - S
Upper Blaisdell or Johnson - 1904 - Multiple Kingpost Half Truss, 50' - Unknown - Second Branch White River - W. off Rt. 14.

S. Randolph - S
Hyde or Kingsbury - 1904 - Multiple Kingpost, 45' - Unknown - Second Branch White River - W. next Rt. 14.

Thetford Ctr. - W
Sayers - No Date - Haupt Truss with Arch (A), 80' - Ompompanoosuc River - S. off Rt. 113A — Natural waterfalls below bridge - This is the only Haupt Truss in the Northeast - Only three in the U.S.A. - Unfortunately, it was not restored in 1963 when it was repaired.



So. Tunbridge - N
Howe - 1879 - Multiple Kingpost, 60' - Ira Mudgett, Edward Wells, Chauncey Tenney, foundation work - First Branch White River - E. next Rt. 110.

Tunbridge - C
Mill, Hayward or Noble - 1883 - Multiple Kingpost, 60' - Unknown - First Branch White River - W. off Rt. 110 in village.

Tunbridge - S
Lower or Cilley - 1883 - Multiple Kingpost, 65' - Unknown - First Branch White River - W. off Rt. 110.

No. Tunbridge - N
Larkin - 1902 - Multiple Kingpost, 55' - Arthur Adams - First Branch White River - E. off Rt. 110.

No. Tunbridge - N
Flint - 1845 - Queenpost, 50' - Unknown - First Branch White River - E. off Rt. 110.

Union Village - C
Union Village - 1867 - Multiple Kingpost, Kingpost Arch added, 100' - Unknown - Ompompanoosuc River - N. off Rt. 132.

ORLEANS COUNTY

Coventry - SW
Lower - 1881 - Paddleford, 87' - John D. Colton - Black River - Coventry Rd. near town.

Irasburg
Orne (P) - 1881 - Paddleford, 50' - John D. Colton - Black River - Labond Farm.

Troy - No. Troy
River Road or School or Upper - No Date - Town Lattice, 91' - Unknown - Missisquoi - E. Rt. 101 on Big Falls Rd. — Truss held together with single pins or trunnels - All others have two pins.

RUTLAND COUNTY

Brandon - S
Dean or Upper - 1840 - Town Lattice, 136' - Unknown - Otter Creek - S. off Rt. 7.

Brandon - SW
Sanderson or Lower - 1838 - Town Lattice, 132' - Unknown - Otter Creek - Off Rt. 7, Pearl St.

E. Clarendon - W
Kingsley or Mill River - 1836 - Town Lattice, 120' - T. K. Norton - Mill River - SW off Rt. 103.

N. Clarendon - E
Brown - 1880 - Town Lattice, 100' - Nicholas Powers - Cold River - E. off Rt. 7, No. Shrewsbury Rd.

Florence - E
Depot - 1840 - Town Lattice, 121' - Unknown - Otter Creek - W. off Rt. 7, Florence Rd. - Samuel Carrara of Pittsford renovated the bridge and abutments in 1974.

Pittsford - S
Giorgetti (P) - 1976 - Cement Stringer, 55' - John Giorgetti - Tweed River - E. off Rt. 100 — This bridge formerly belonged to the town. After acquiring it Mr. Giorgetti turned it into a covered bridge with material from an old barn even to the pegged timbers and rusty roof.

Pittsford - S
Cooley - 1849 - Town Lattice, 50' - Nicholas Powers - Furnace Brook - Old Pittsford, Proctor Rd. — Unusual extended gables over portals - Powers was Vermont's most famous bridge builder - His bridge at Blenheim, N. Y. is the longest single span remaining in the world - Also, it is a two-lane bridge.

Pittsford - N
Hammond (VHS) - 1843 - Town Lattice, 139' - Asa Nourse - Otter Creek - W. off Rt. 7, Pittsford, Florence Rd.

Pittsford - S
Gorham or Goodnough - 1841 - Town Lattice, 114' - Abraham Owen, Nicholas Powers - Otter Creek - Old Pittsford, Proctor Rd.

Rutland - N
Twin Bridge - 1850 - Town Lattice, 60' - Nicholas Powers — Beside cement bridge on East Creek being used as a storage shed by the town of



Rutland. This was one of two bridges that were only 10 to 15 feet apart. After the first bridge was built a flood made a new river channel so a new bridge was built to span it. These bridges lasted until 1947 when the E. Pittsford Dam broke and caused a flood. One bridge was ruined and the other made into a storage barn.

WASHINGTON COUNTY

E. Barre - N
Robbin's Nest (P) - 1964 - Queenpost, 50' - Robert Robbins - Jail Brook - S. next Rt. 302 — This is the newest authentic Queenpost built in Vermont.

Calais
Kent's Corner (P) - 1963 - Kingpost, 22' - Kent Museum - Curtis Brook - W. off Rt. 14 at Kent's Corners.

Marshfield - S
Orton Farm (P) - 1890 - Queenpost, 50' - Herman F. Townsend - Winooski River - E. off Rt. 2.

E. Montpelier - NE
Coburn or Cemetery - 1851 - Queenpost (A), 50' - Mr. Coburn - Winooski River - NW off Rt. 2. Renovated in 1974 by Vt. Highway Dept.

Northfield - SW
Chamberlin (P) - 1956 - Kingpost 22' - Mahlon Chamberlin - Unnamed brook - Off Stony Brook Road.

Northfield - SW
Moseley - 1899 - Kingpost (A), 39' - John Moseley - Stony Brook - W. off Rt. 12A.

Northfield Falls - W
Slaughter House - No Date - Queenpost, 55' - Unknown - Dog River - W. off Rt. 12, South of church.

Northfield Falls - C
Station - No Date - Town Lattice (A), 100' - Unknown - Dog River - W. off Rt. 12 — One of three bridges within ¼ mile - Another bridge can be seen just west of this, which is the Newell - Only place in New England where two bridges can be seen at once.

Northfield Falls - W
Newell - No Date - Queenpost (A), 55' - Unknown - Cox Brook - West of Station Bridge.

Northfield Falls - W
Upper - No Date - Queenpost (A), 42' - Unknown - Cox Brook - West of Newell Bridge.

Waitsfield - C
Village or Big Eddy - 1853 - Burr Arch, 113' - Unknown - Mad River - E. off Rt. 100 — Restored 1975 by Milton Gratton & Sons.

Waitsfield - NE
Pine Brook or Wilder - 1872 - Kingpost, 40' - Unknown - Pine Brook - E. off Rt. 100 — Restored 1976 by Milton Gratton & Sons - Only Kingpost with wooden center post.

Warren - W
Warren - 1880 - Queenpost, 37' - Walter Bagley - Mad River - E. off Rt. 100 — Waterfalls just below bridge "dam".

Warren - Fayston - W
Battleground (P) - 1975 - Stringer, 65' - Battleground Condominium Development - Mill Brook - N. next Mad River Glenn Ski Area Rd. — This is not a true covered bridge, but its superb design, size and construction makes it well worth mentioning.

WINDHAM COUNTY

Bartonsville - S
Bartonsville - 1870 - Town Lattice, 151' - Sanford Granger - Williams River - N. off Rt. 103, one-half mile.

Bartonsville - S
Worralls - 1868 - Town Lattice, 87' - Sanford Granger - Williams River - E. off Rt. 103 — Bridge has a wooden ramp to roadway on west end - Very unusual.

Brattleboro - W
Creamery - 1879 - Town Lattice, 80' - Thirteen Men - Whetstone Brook - S. next Rt. 9 — Too many involved in building the bridge to name just one - Sidewalk added 1917.



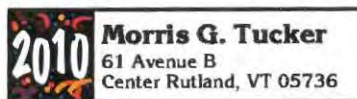
CHENEY HILL SENIOR LUNCH GROUP
PLANTING DISEASE RESISTANT ELM
NEAR THE WEST PLAY AREA
IN - 1992

103

From the left -

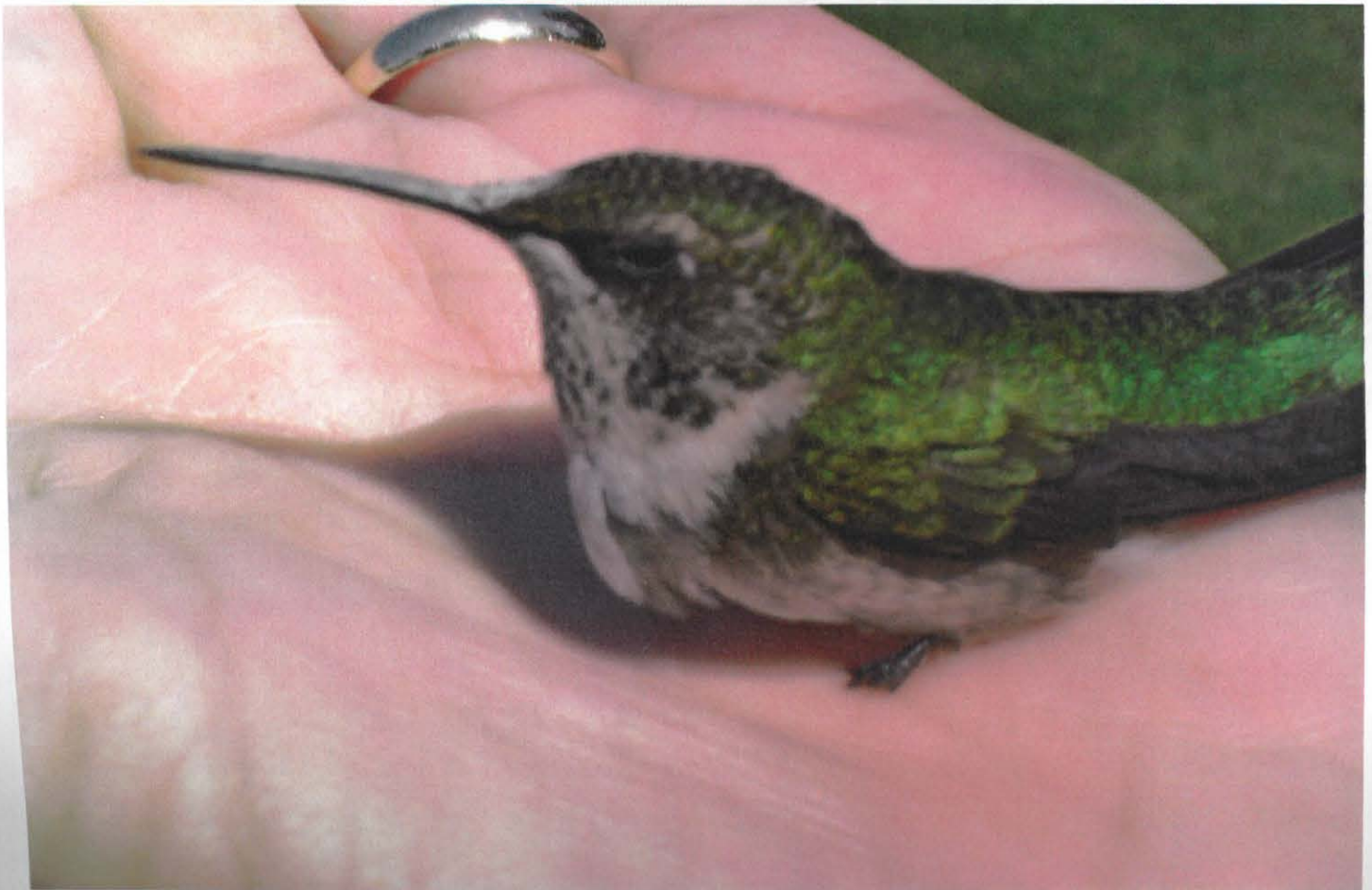
Nelson Berg (front row)
Carolyn Fredette
Leone Fryer
Sherwin Williams
Esther Hawley
Ann Glagola

Arlyn Hawley (back row)
Lola McKirryher
Maurice Hawley
Kenneth Fredette
Bertha Whittemore
Margaret Berg
Paul Whittemore

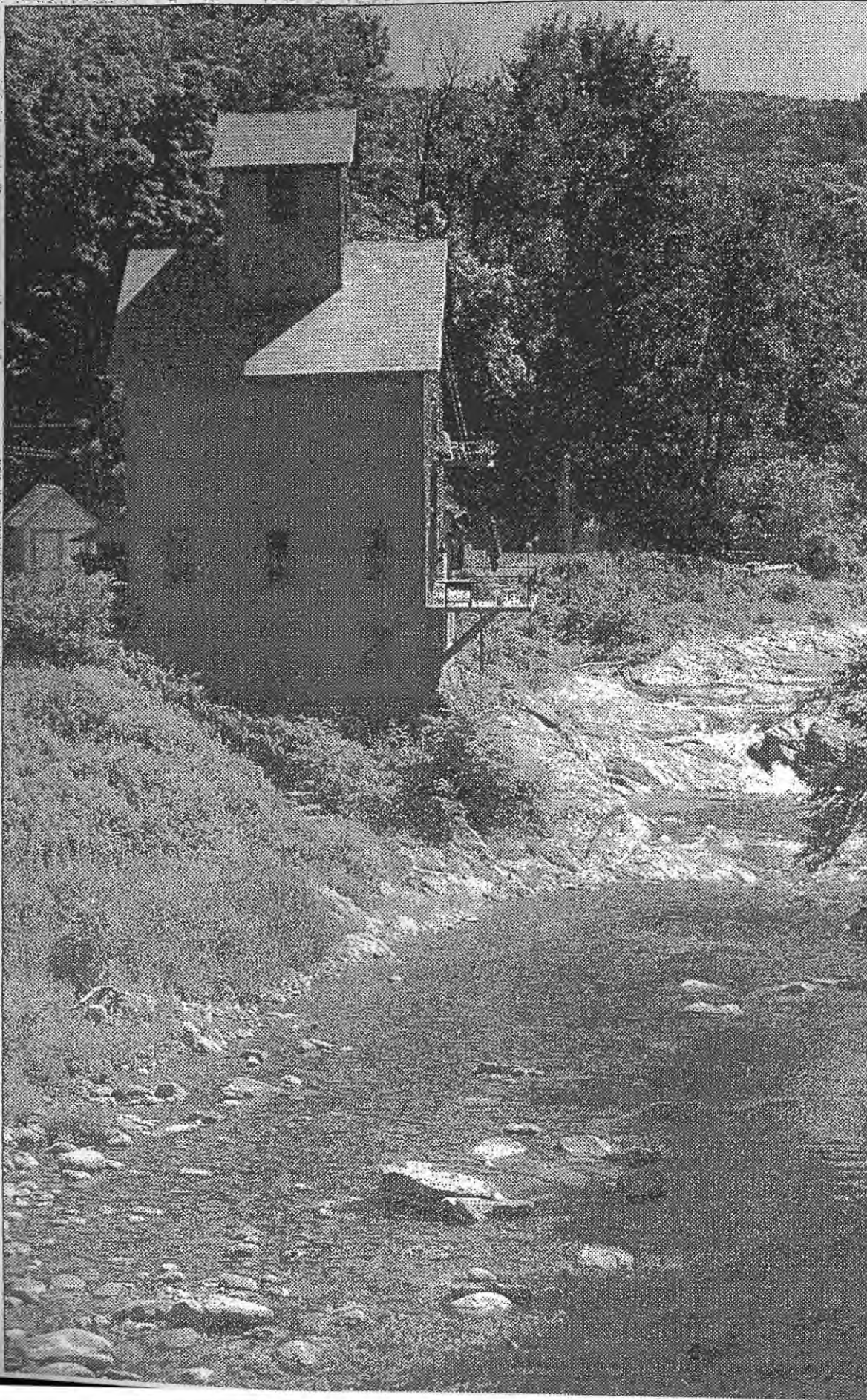


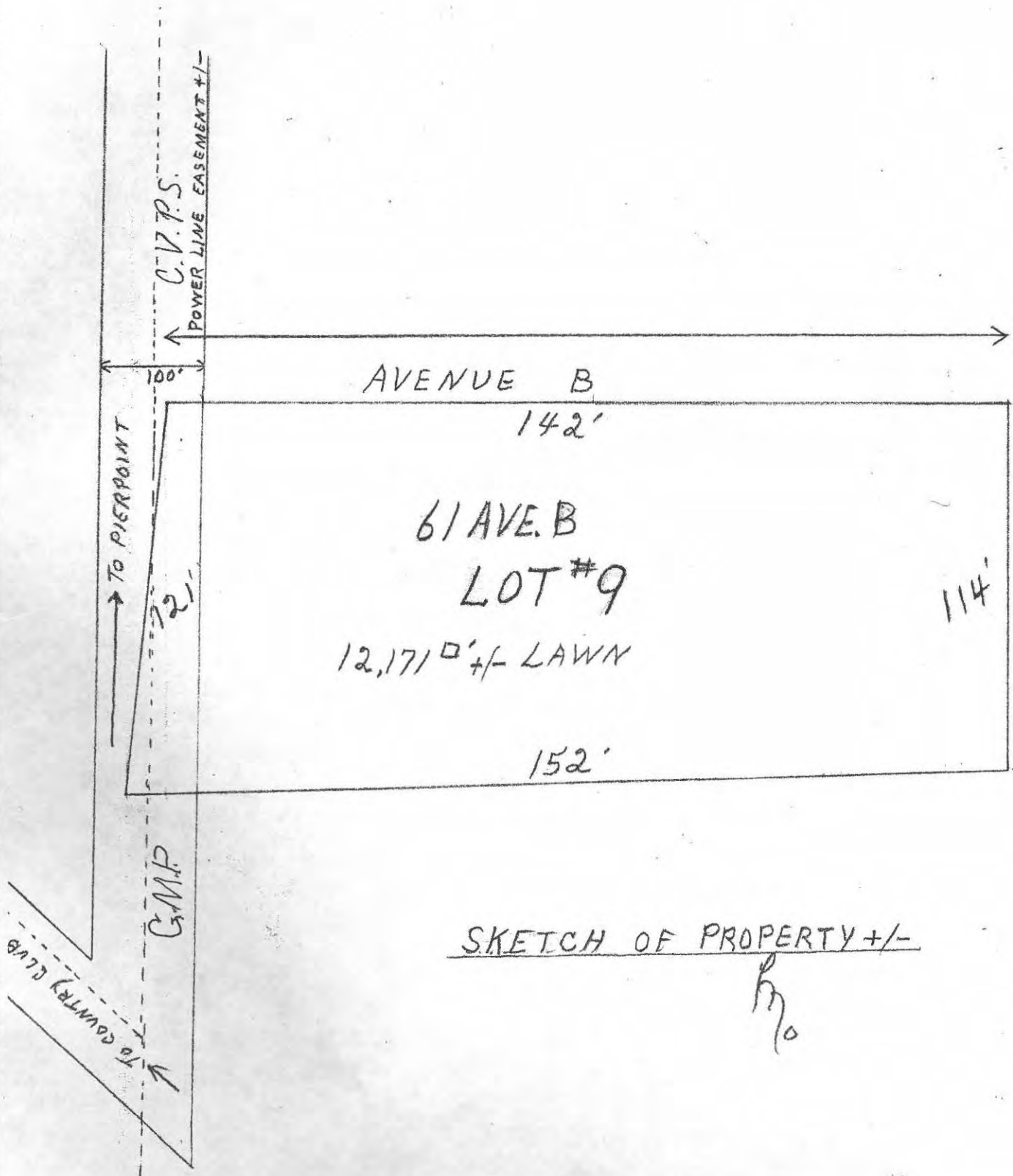


Nancy
Burgess
Hummer
flew into
window and
fell to the
ground.
Nancy got
it under
loving care
and it
eventually
flew away
Aug-2012



*The
Old Mill
in
East
Clarendon*





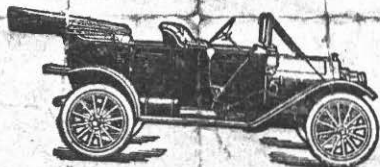
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Kissel Kar	Plymouth	Star	Grout	Aston
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Cameron	Marquette	Meteor	Cord	Comet
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Haynes	Gardner	Paige-Detroit	Corvair	Gramm
Franklin	Renault	Graham	DeLoreans	Henley Rolls
Maxwell	Stutz	DeSoto	Peugeot	Ideal
Studebaker	Lincoln	Pullman	Corvette	Macon
Anderson	Pontiac	Hupmobile	T-Bird	Marr
Mercedes	Winton	Nash	Triumph	Runabout
Lexington	Moon	Lozier	Hillman	Schaum
Flint	International	Skelton	Kaiser	Tiffany
Saxon	Simplex	Marion	Frazer	Tribune
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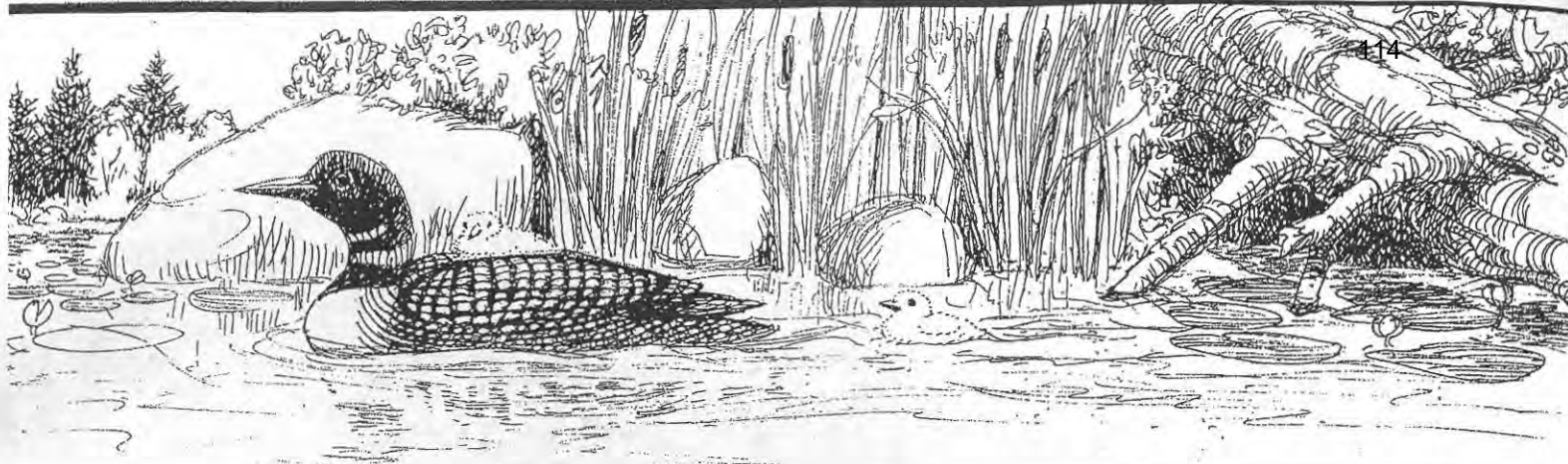
Allen
Currier

Jesse
Billings
III

MO
Tucker

Bob
Pinney

Bob Pinner
 Mo Tucker
 Jesse Billings III
 Alden Currier
 Ray Sutton
 Ebe Birch
 Bob Benson
 Walt Malmgren Jr.



LOOC Annual Meeting and Celebration
of the 100th Anniversary of the
Curtis - Tucker Cottage July 18, 2010

PRESENT:::

Morris and Pat Tucker, Peter Grace, Adrienne Raymond, Carl, Treacy, Katie and Teddy Badenhausen, Sally Curtis, Sally Lu Carvey, Podge, Martha, Emmett and Cedelle Sirjane, Dave and Pat Lambert, Jonathan and Eliza Gibson, Anne Sarcka, Alice McGarey Martin, Thomas Hartigan, Mike and Liesel Bedesem, Roger and Gretchen Pike, Neil and Carleen Pelsue and Grace Brigham

- 1.- Notes from the 2009 meeting were approved as read.
- 2.- Alice Martin reported that CENSOR patrols as formerly. Several officers have shared this post, most often a young fellow (a long-time friend of the Tuckers) named Toby. Permission was granted by LOOC for officers not to patrol in full uniform. They look adequately fierce in shorts and bright yellow polo shirts.
- 3.- Roads for logging are being made farther from the lake.
- 4.- Morris has the springhouse and spring working again, but he is suggesting that SOC take over its management. Peter called for an expression of gratitude to Morris for his many years of its care. Peter offered to accompany Morris to learn how it's done - and carry on the tradition.
- 5.- Pat reported that the loons are sitting, in the posh platform provided for that purpose. There have been sightings of a very large snapping turtle, which might explain the disappearance of an early chick. [update::2 chicks now from the second hatching!!]

- 6.- Beavers are back, hungry and very destructive.
- 7.- Campsites:: moderate use so far this summer. Chums are in place and directional signs are in place for locating them.
- 8.- Boat-launch:: Discussion of boats stored at the launching area (6) brought up several reasons for allowing them to remain. Despite their clutter, they're not bringing in milfoil from somewhere else, their owners use the road less, and vegetation isn't being disturbed along the shoreline if they remain close to the launching area. [As a result of this discussion, the sign requesting the several boats removal was removed from the tree.]
- 9.- Podge asked for clarification on the use of pressure treated wood at the lake. Mike recalled LOOC had agreed to use as little as possible. For SOC'S float and sundeck Thomas used local hemlock (Gagnon Lumber.) The flotation devices are enclosed plastic. Peter said pressure treated wood leaches toxins into the lake. Becky Bates of Spring Lake Ranch had mentioned to Podge that an extension to their dock was underway now. UUpdate:: Upon its completion and installation, there was concern that it was constructed of pressure treated material. Further concerns involved how far the new dock extends out upon the lake. Adrienne will look into the project as a zoning issue.]
- 10.- LOOC officers for the ensuing year ::
 President - Pat Tucker
 Vice President - Adrienne Raymond
 Secretary - Grace Brigham
- 11.- A delightful historical account of the Curtis-Tucker Cottages' first hundred years (retold by the cottage itself - narrated by Pat Tucker) was followed by a sumptuous lunch and commemorative photo of all those in attendance.

Respectfully submitted,

Grace Brigham
 Grace Brigham

SPRING LAKE, CUTTINGSVILLE, VERMONT
 CIRCA 1910 - 2010
 CURTIS - TUCKER COTTAGE

Hi - - -

For years and years I was known as the Curtis Cottage - but lately I have been called the Curtis - Tucker Cottage. It makes no difference to me, have it your way.

So - I hear I'm celebrating my 100th birthday today. WOW!!, imagine that!! My Dad - Dad Curtis as he was called by all who knew him, built me in 1910. The property on which I sit was almost barren because sheep were raised on it back then.

I was patterned in reverse of the Fred Hayward Cottage which used to sit very near the present parking lot. Our back doors from the kitchens faced each other so Mrs. Hayward and my Mom, Viletta Curtis, could talk to each other. Our front porches were much alike with the stairs centered in the middle, much like they do now.

Our cottages were busy most of the time. Several groups of people used to meet here and next door; The Green Mountain Club was one of the regulars. As time went by it was found I was being much abused by people writing on my walls. I didn't like that.

Anyways, along about 1921 my buddy, the Fred Hayward Cottage burned to the ground. So sad. My mom didn't enjoy staying here much after that. All that remains today is the fireplace base.

Ya' know - back in the early days, there was only a dirt road - Much like the one now. Hasn't changed much, I might add. Every board, nail, sand, mortar and other building materials were brought from the Rutland area, a matter of 12 miles, by horse and wagon. No matter - My Dad - Dad Curtis owned both.

Early on they carried water from the lake for general use and used spring water from the Spring House down the road from here for the drinking water. Finally a hand pump was installed near the lake and piped up to a 60 gallon galvanized tank that sat on the floor upstairs over the kitchen. What a change, running water in the kitchen sink!!

A shed was attached to the back of the cottage and a toilet was installed. WOW!! Then the family didn't have to climb Mount Sirai to get to the 2 holed privy. They kept the privy for sometime until porcupines fixed it up - a - bit - - if Ya know what I mean.

Well, Dad and Mom's family, Ned, Frances and Viletta enjoyed me as they grew up. In the early 1930's Ned and his family started spending summers with my Mom and Dad. Ned's wife was Lucile - spelled with one L. The kids were Sally and Patty.

The Living - Dining Room was much like it is now. The big fireplace was the main source for heat. From this area, stairs to the upper floor led to extra beds and also the copper bath tub.

Now Ya understand, we didn't have what they call electricity now days. No, we used to have kerosine lamps. They were hard to read by, but Ya got used to it or Ya went to bed early. There was a wick in the lamp that was lit. A glass chimney kept the flame from blowing hither and yawn - but at night - big moths from outside might fly to the lamp and down the chimney and - oops - make the flame smoke up the chimney. The chimney would be washed in the morning. Later in time, the Aladdin Lamp was being used and made much more light, but it having a mantle, it required gentle handling when being moved from one place to another. More light made for better sewing, reading and playing cards.

Well, about 1951 Spring Lake Ranch had Central Vermont Public Service run electricity to their buildings. At about the same time the electric company wanted to run power lines across a parcel of land of Ralph Congdons'.

Ralph played for a hard bargain, but finally won the deal. He argued and argued and told the power company that when they agreed to run power to his cottage, then they could put power lines across his land in Wallingford. Finally it came to pass and Ned had Dean Judkins wire me up. Now I have electricity. It was very tricky when it came to putting a junction box in the top of the ceiling - - so's a chain and wire for power to a lamp hanging over the big table could become a bright spot. It's still there by the way - and Mo Tucker remembers too well how that box got where it is now!!!

Well, with electricity in the cottage, it wasn't long before Ned and Ed Pike found a pump to draw the lake water up to that 60 gallon tank upstairs. No more pumping by the hand pump!!

So now - running water was in the kitchen and the shed, but if Ya really wanted to take a nice hot bath, this is what you did. Heat 2 large teakettles of water on the stove; carry them upstairs and dump the water in the copper bath tub. Since the 60 gallon tank was right there - Ya dipped out enough cool water to make the temperature just right. What a luxury!! Enjoy.

I remember long ago, my Dad - Dad Curtis, put a new roof on me. The old one lasted years and years. Roofs don't last as long now-a-days. Had to hire roofers the last time they did it.

The family of my Dad and Mom grew up and married and had kids of their own. Got to be on July 4th - they'd get together and have a great day of eating, playing horse shoes, boating and fishing as well as swimming. A log book was started in 1949 and has continued ever since. The events that happened and names of visitors were kept for the records.

One time there was a group of girls hiking on the Long Trail. They'd hiked for 7 days in the rain. They saw my big porch and asked if they could use it overnight and maybe dry out some. They were even willing to sleep under the porch.

Well, Lucile - with one "L", Sally and Patty were overjoyed at having company and asked them to come inside and dry out by the fireplace and by taking the extra mattresses off the beds upstairs, 22 girls were cozy and warm.

In the morning, Lucile - with one "L" used their oatmeal and cooked a huge pot of hot oatmeal for their breakfast. Later on they gathered up and packed up, shortly thereafter, they were back on the trail through the woods. All dry for now.

Along about 1959 a telephone line was run from Cuttingsville to Spring Lake Ranch. Ah Ha - why not over the mountain to the lake!!!! While fishing on the dock, black soot pieces floating from the air and landing on the dock was a surprise. Mo climbed the mountain and discovered a forest fire raging up the side of the mountain. Pat, Mo, Tom and Sally Lu came to spend the day with me and this had to happen. Mo called the Ranch and they in turn called the Shrewsbury Volunteer Fire Department. Elizabeth Sarcka and her staff showed up with broom and shovels thinking they could put out the fire, but it was too much for them. YES, we did have a new phone in the cottage at that time. Hearing of the fire - the phone company ordered an employee to remove the phone for fear of having it burned up. Once the firemen and the State Police arrived it was decided that ~~the cottage~~^{I !!!} would be headquarters and guess what - the State Police called the phone company and ordered the phone re-installed immediately or else. It was installed quickly!!! Soon after they made me headquarters, the Shrewsbury Fire Department Auxillary sent coffee and sandwiches for the firemen. A pumper tanker from Rutland ran hoses from the lake, half way up the mountain - to fill and re-fill the back pack tanks of the firemen. It was a very long night and the flames being seen at the top of the mountain didn't help any. The fire was finally stopped at the top and many firemen were so tired but also very glad.

SO - O _ O - over these past 100 years, I've had some unpleasant times besides the happy times. I was broken into by both the front and back doors, different windows - even the shed windows. Items stolen, fishing gear, antique lamps, tools, guns, pots and

pans and believe it or not, the mounted deer head from my fire-place chimney; but I think the worst experience was the 1937 hurricane. My porch roof was blown up in the air and fell down at a very strange angle. My body - my whole torso - was twisted and it took some "to get me shaped up again."

DOING

But, here I am - telling you all this and hoping to have a few more years for people to enjoy me, God Bless my Dad - Dad Curtis; Mom, Viletta Curtis, Ned and Lucile - with one "L", Sally, Patty and her husband Mo who have taken such good care of me through all this time.

SO - HAPPY 100th BIRTHDAY - - *TO ME* - - - -THE END - -



MONDAY, MARCH 3, 1879

Trotting on Shrewsbury Pond.

The third great race of the season took place on Saturday last. Notwithstanding the mercury was at zero the horse men were out in full force, and many others to witness the contest. Ten entries were made as follows: T. Aldrich enters Woostock Morgan; F. Holden enters Buckskin; J. Todd enters Little Tam; D. K. Butterfield enters Dick Duster; L. Aldrich enters Kittie Blackstone; G. P. Phalen enters Village Belle; L. Dawley enters Highland Mary; E. Pratt enters Weston Boy; J. Webb enters Our James.

At the second score the word go was shouted by a venerable turfman, who was present by request of all parties, who was able to give them a digest of the rules of trotting and unravel any snarl or difficulty they might get into. The first heat was won by Morgan, Our James 21, Dick 31—time 2:42, with most of the others well up. The second heat Tam shot away like an arrow from a well bent bow, Kittie crowding hard on the last half, with the Morgan well lapped as they passed the flag. Tam 1st, Kittie 2d, Morgan 3d—time 2:40½. In the third heat Morgan took the lead, but was collared by Buckskin, who was going at a slashing gait, showing that he was not last or least in the field. Morgan succeeded in shaking him off just as the flag fell; Morgan, 1st; Buckskin, 2d; Highland Mary, 3d in 2:42. The fourth heat was grand indeed, ten horses well together flying at a 2:40 rate, while the click of their sharp corks in the hard ice and the shouts of their drivers filled the air with music. As they faded nearly from sight in the dim distance, they looked like a flock of wild geese skimming over the glassy surface looking for a resting place upon its cold bosom. On the last quarter, Morgan left a gap which it was thought could not be closed, but Dick Duster floated up along side and shook his silver bells in the ear of Morgan's driver and threatened a good-bye, but had to be contented with second position when the flag fell; Morgan, 1st; Dick, 2d; Grey Fox and Bell yoked together as they passed the line, in 2:41. We only specify the position of the three winning horses, although others were many times ahead and well up in the race, but could not stay there.

Pat and Mo Tucker
61 Avenue B
Center Rutland, VT
05736-9785

Greetings on a Vermont Spring Day-April 1, 2011:

It may be April 1st but it doesn't look abit like spring. This is no April Fools Day trick; winter is still with us!!!!

We assume most of you LOOC Members know that Mo and I sold our half interest of the Curtis-Tucker Cottage/Property at Spring Lake.

Last July we hosted a 100th Birthday Celebration in honor of my Grandfather Edward S. Curtis who built the cottage in 1910. It was a great day and everyone had a great time.

After things settled down, Mo and I seriously talked about plans for our future. Anyone who knows anything about Rheumatoid-Arthritis know cold/dampness and ?Old Age? are bad for those afflicted with the ailment. Therefore, Mo and I plan to quietly reside on our back porch during warm weather in Center Rutland and enjoy watching and feeding birds, rabbits, squirrels and chipmonks. Sometimes we even have turkeys, deer, fox and partridges, not to mention woodchucks!

The caring of the lake road, springhouse, parking lot, ditches, cottage, lawn, dock and trees will be aptly overseen by Eldred and Lilly French and my sister Sally Curtis - a no-easy task as Mo and my deceased father Ned Curtis could testify.

THUS - at this time I am resigning as President of LOOC. Adrienne Raymond will be in charge as Vice President with the support of Grace Brigham as Secretary. The 2011 meeting will be called by them and both Mo and I wish you all a happy and congenial future.

Thanks to each one of you for all your input and support over the years. Spring Lake is a beautiful retreat, and now with the loons in charge of supervising the swimmers, fishermen, boats and kayaks - we feel all will be superbly taken care of.

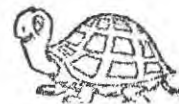
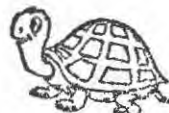
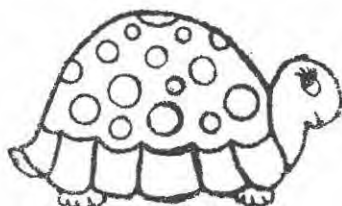
Bless you and your families who love Spring Lake.

May the lake and it's surroundings continue to be a dreamers dream of peace and tranquility - - Nature at it's Best!!!

Farewell and most sincerely,

Pat and Mo Tucker

Pat - Mo





APRIL 23, 1896.

A Proposed Club House at Shrewsbury Pond.

Several residents of Rutland met Friday evening at the office of J. C. Jones to organize a club and make arrangements for the building of a club house on Shrewsbury pond.

E. White called the meeting to order. The chairman, B. K. Houston and C. H. Weed were chosen provisional trustees and R. L. McCammon treasurer.

The members of the club are R. L. McCammon, E. White, J. F. Sweeney, W. S. Smith, F. E. Sturtevant, J. C. Jones, B. K. Houston, E. B. Moore, C. A. Moore, W. F. Nelson, E. Van N. Harwood, C. H. Weed, J. N. Howard, M. N. Phillips and Dr. B. C. Senton.

The club house will be 18 by 24 feet in dimensions and will comprise six rooms, two on the first floor and four on the second. The house will be located in a picturesque spot on the shores of the pond near a cold spring that has never been known to dry up even the hottest of July weather. Work will be begun at once on the structure, which will probably be completed by May 1.

B. K. Houston has completed plans for the proposed club house at Shrewsbury pond, and will begin building the house as soon as the lumber can be drawn.

Think about how many times a day you open your laptop, text your friend, listen to the news, or watch TV. Imagine spending long weekends away without technology we take for granted every day. My whole life I have been going up to Cuttingsville, Vermont with my family. Cuttingsville is a small town about 20 minuets from Rutland and feels like it is in the middle of nowhere. Just to give you an idea, if you are not paying attention, you could drive through Cuttingsville and not even notice that you went through a town. Our lake house came into our family in 1989 when my grandparents bought it after looking for a summerhouse for five years. My father's parents both died in 1994, leaving the house to my dad and my aunt. The house is on a dirt road about a ten-minute drive from the main paved road in the town. Being isolated from all the distractions in New Jersey leaves us lots of family time to spend together. It is important to spend time with your family, and our time at the lake always makes us feel closer together, even if it is just for a few days. The house sits about 30 feet from a beautiful lake. Spring Lake is only a half a mile long and a quarter mile wide. Most of the lake front property was left to the state of Vermont, so there are only 4 houses, three campsites, and a club dock.

A lot of the time that we spend here is during the summer. Almost the whole day, our family is down at our dock. We swim, canoe, kayak, and relax. For as long as I can remember, my mom has been swimming around the lake almost every day, and maybe someday that will be me. After a long day in the sun, we eat dinner on our deck, and end the night reading and making each other laugh. Another tradition is working together every couple years to build something for our house. We built

a swim float when I was about 5, and a tent platform when I was about 7. When building the swim float, my oldest brother and dad did most of the building, and I remember my job being to deliver the drinks.

Although we all had different jobs, our whole family worked together for days to build something we all still enjoy today. The tent platform off in the woods also gave me many memories of spending scary nights in the tent with my two older brothers. We also take many canoe rides down to our friends, the Tuckers. The Tuckers are in their mid-eighties and were my grandparent's best friends. Although I never got to meet my grandparents, from all the stories from Mr. and Mrs. Tucker, I feel like I have known them forever. Since I was little, Mrs. Tucker has been telling me how much I would have loved my grandmother and how much fun we would have had. In the past year, Mrs. Tucker has become much closer to me. She has sent me my grandmother's favorite pin that she wore almost everyday, and also a framed recipe of my dad's favorite cookie as a kid. In one of the letters that came with these gifts, Mrs. Tucker said that she considered herself my grandmother. We consider the Tuckers family, and I am so glad to have that relationship with someone who was so important to my grandmother.

Our experience in the winter is much different. Because our house is at the end of a long dirt road, it doesn't get plowed in the winter, and Vermont gets a lot of snow. We have to park our car part way down the road, and snowshoe down the road with our bags. One trip takes about 45 minutes. The walk to the house is difficult, but I am so glad I have gotten the opportunity to experience snowshoeing. Once opening up the house, we have a fire going non-stop all day. Just like in the summer,

we spend our days on the lake. But, the lake is frozen, so our activities are much different. We cross-country ski and have a lot of family competitions in broom hockey on the lake. Last year was our first winter with our new dog, Wilson. Just like all of our dogs, after his first trip to Vermont, he loved it and knew his way around. But, arriving there in the dark with snow-covered trails, he felt a little anxious. We first arrived late at night and my dad walked down with my dogs to the house to unlock the doors and turn on the lights. On his way back to the car, Wilson barked, and then disappeared. He was gone for hours. He was only about one, and a best friend to everyone in the family, making this very hard. We were out all night hiking back and forth down our road yelling his name. After a while, we called our family friends who live near by to ask them to look for him in town, and about 20 minutes later, almost the whole town was looking for him. My whole family was worried and sad to think of losing our dog, but seeing everyone come together to help us, helped me stay positive. Around midnight, my dad and some neighbors walked up a mountain, following his bark, and my brother called from the house saying that he had just run home. We found out later that he had run off chasing a rabbit. This night was probably one of the longest nights I can remember, but the sense of family in the community and the hard time our family had helped me realize how important family is to me. We only go up to Vermont for about a total of a month each year, and by one phone call, everyone in the whole community came to help us.

Over President's weekend, next week, we will be going up again, and I cannot wait. My oldest brother, C.J. will be starting college next

Badenhausen 4

fall, so this might be our last winter with him in Vermont for a couple years. Family is important to everyone but in our busy world it can be hard to find time to be together. Our lake house gives us a chance to spend time together without distractions of everyday life.

Since before I was born, my family has been driving to Vermont for long weekends. Our lake house is not a typical summer vacation home, which is made clear as you drive down the windy dirt road and stumble upon our house. It sits on Spring Lake, a very small lake with three other cabins. These cabins are rustic and small in size, each with no more than two bedrooms. We are the only ones from out of town and our house is perfect for days spent on the lake and charming dinners with friends and family. We spend our time in the fall, spring, and summers on the dock or at the table on our deck. We are completely surrounded by nature and it is easy to forget about what is going on in the rest of our lives.

The community as a whole and the people surrounding Spring Lake have created incredible relationships with each other. Although we are not local, we are fortunate enough to be a part of this community. Televisions are rare, cellular service is scarce, and it is easy to find new or old friends to spend time with. The simplicity of life and urgency to be out with other people creates generational bonds that are like nothing I have experienced at home. Social gatherings are always events to look forward to, where everyone gets together, from toddlers to twenty year olds to eighty year olds. The spirit, joy, and uniqueness of these people have taught me so much about my own perspective on life. Because of these experiences, I appreciate simplicity. I've heard countless history lessons about the lake of one hundred years ago. I've also learned to connect with those around me and to always be willing to help or meet new people. These interactions and connections create relationships that I will remember forever.

Being the youngest of three, with two older brothers, may not seem like the ideal situation; however, I would not ask for anything different. At home, even though my brothers and I get along well, I was constantly left out of activities for being a girl, or just being too little. Growing up, my brothers would go off to play hockey in the basement; I spent those hours in my dollhouse. But everything changes when we pull down the driveway in Vermont. Our differences are set aside when we realize we are stuck with each other for four days. Some of the greatest memories I have with my brothers are from Vermont. Spending hours jumping off the dock side-by-side coming up with names for every single jump, sledding down the road held tight by my brother debating what to name our "sled team," or being taught how to keep a good poker face all sound insignificant, but they mean the world to me. At the lake house, my brothers and I are a team. We have each other to laugh with, to pick on, and to make memories with. At the lake, the fact that I am smaller and a girl does not matter. We each have our own personalities and our own schedules at home, but none of that is relevant in Vermont. I cannot

believe how lucky I am to have been given the opportunity to spend this time with them. Because of the bonds we have created at the lake, I am lucky to call my brothers my best friends.

My dad created a tradition of the whole family saying "thank you" to the lake house after piling into the car to head home. All five of us chime in and then watch the lake get smaller and smaller as we turn down the road. It took me until now, writing about the impact the lake has had on me, to realize how much more that little "thank you" actually means.

"Thank you, Lake House."

“Sugared off” Minutes
Spring Lake Land Owners & Others Concerned (LOOC)
July 2, 2011

Meeting called to order at 4:00PM at the Bedesem-Raymond Cottage.

Present: Liesl and Michael Bedesem, Adrienne Raymond, Anne Sarcka, Thomas Hartigan, Carl Badenhausen, Sally Curtis, Eldred French, Peter Grace (retired ice harvester), Dave and Steve Lambert, Podge and Emmett Sirjane, Grace Brigham.

In April 2011, Pat Tucker stepped down from the presidency of LOOC. It was a decision she and Morris made after the 100th Anniversary celebration of the Curtis-Tucker Camp last summer.

LOOC has sent a letter of thanks to Pat, and very best wishes to her and Morris in their retirement from the care of the Curtis-Tucker cottage and property. This will be ably managed henceforth by the French family. LOOC welcomes Lily, Eldred, Delia, Maggie, Cassie and Kayden.

LOOC Officers: President-- Adrienne Raymond, Vice President--Eldred French, Secretary--Grace Brigham

1. Security (CENSOR): Thomas Hartigan, president of Shrewsbury Outing Club (SOC), provided a letter with information and a request for \$150 from each landowner. Checks go to Shrewsbury Outing Club, c/o Joyce Wilson, treasurer, 75 CCC Road, Shrewsbury, VT 05738.

Alice McGarey Martin, of Spring Lake Ranch, has been coordinator of security. Thank you, Alice.

Michael reported the theft of a battery charger, old electric motor and a kayak from underneath the Bedesem cottage. Some lumber disappeared from Curtis-Tucker's, and exterior light bulbs from Badenhausen's. Campfires under Lamberts' deck cause concern.

2. All campsites are in use this summer. Occasionally a donation is left in the permit box. Campsite #2 had more than a dozen folks shouting and dancing July 1. No conclusions reached at this meeting regarding the care and maintenance of the campsites (sanitation, etc.).

3. The springhouse by the boat access is working again—offering its sweet water to the thirsty. Moderation is urged, as it's rumored to be the Fountain of Youth.

4. Pressure-treated wood: A lengthy circuitous discussion ensued about the material used for the dock built by Spring Lake Ranch (SLR) last summer. Enclosed is a copy of the letter from Alice Martin at SLR (July 26, 2010) to LOOC. [The secretary apologizes for not presenting this at the meeting July 2, 2011.]

Consensus seemed to be, since the Land Owners and the SOC (by permission from its leaser) are “...the only folks able to build anything here,” (Eldred) “we agree among ourselves” (Adrienne)... “to reaffirm the LOOC position.” (Podge) Enclosed is the statement agreed upon and signed by members present. Alice Martin couldn't be there, but was contacted, and signed on behalf of Spring Lake Ranch.

5. New Business: Sally Curtis reported that Morris Tucker has a new medication that controls the pain of his arthritis, so he's feeling better—much to his and Pat's relief.

Anne informed LOOC that she is negotiating with SLR about stewardship of her land. Dave Lambert mentioned improvements planned for his family's property and cottage, with help from local carpenter, Terry Martin.

Boat storage at the fishing access was discussed briefly and a suggestion made to put a note on the apparently unused (large) rowboat, offering to remove it after a certain date.

6. Wildlife:

Two loon chicks!

Crayfish abundant (Peter), brown ones (Adrienne)

Leeches: here and there. No minnows (Michael)

Beavers have hungrily returned (Carl). Perhaps trap them this fall.

Thank you Liesl and Adrienne for lovely refreshments on the dock. It was a *perfect* lake day.

Best wishes for many more!

Grace

Grace



F.L. Jaques



♡ CELEBRATION OF CURTIS-TUCKER CAMP'S FIRST CENTURY JULY 18, 2010 ♡

July 2, 2011

Dear Pat,

Spring Lake Land Owners and Others Concerned
send a hearty THANK YOU for your
many years of presiding with Graciousness
and Humor.

Pat and Morris, your HOSPITALITY, stories
from the Lake's history, wildlife reports
have been appreciated and enjoyed—along
with some good songs and JOKES.

We hereby officially wish you well.
Please keep in touch with the Lake
and us!

sincerely,

All LOOC's far and near... and

Steve & Anne

Doree Smith

Tony Smith SOC President

Polge Singane
Vicki Bick

Carl Badenhansen
Doree French

Sarah M. Currys

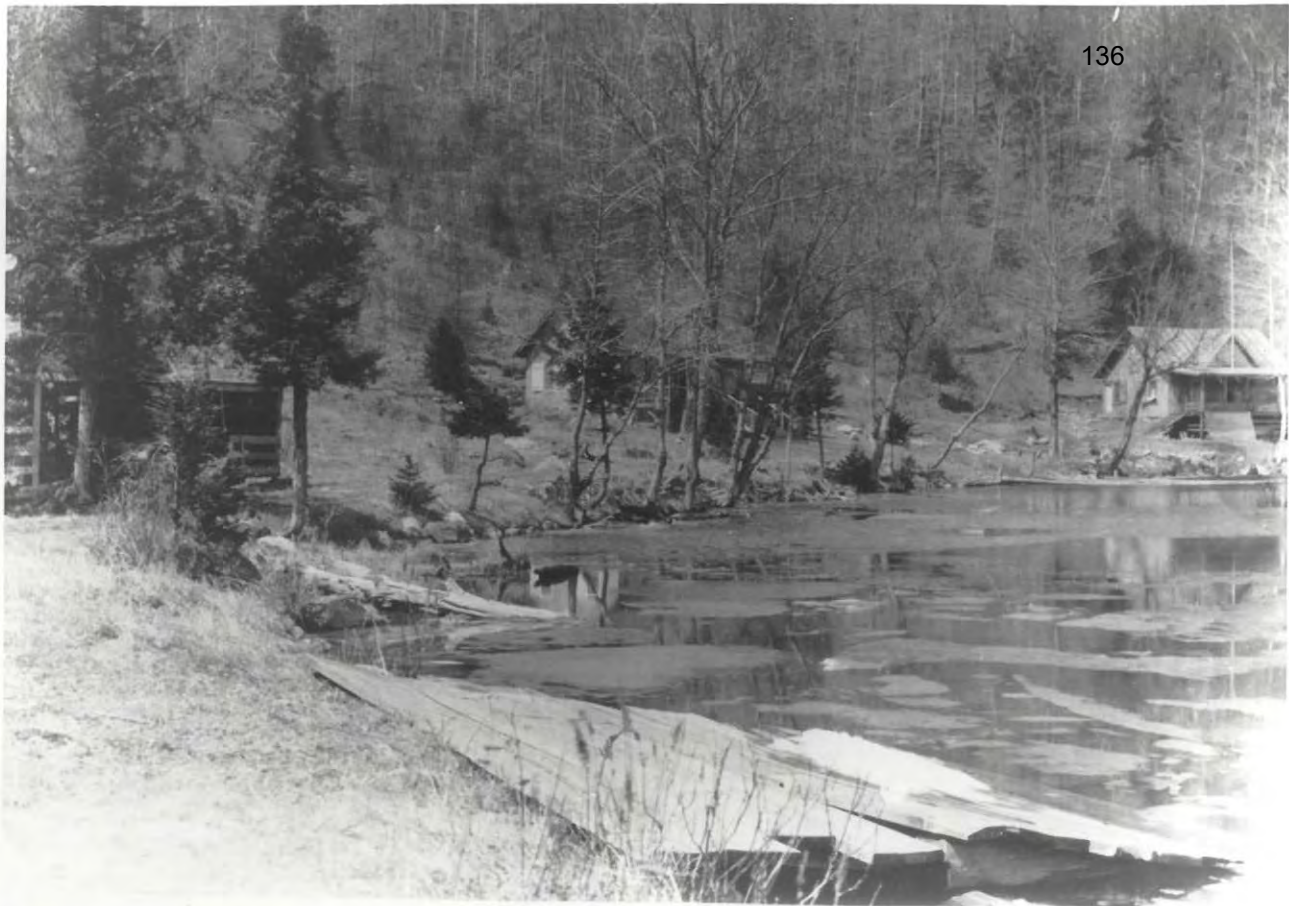
Grace Brigham



STEWART'S GAS STATION AND GARAGE

135





Curtis Cottage
1910

Hayward Cottage
1906

Shrewsbury
Fishing Club
1896

Spring Lake.

1914.

138



Cottage at Spring Lake.

HAYWARD COTTAGE 1914



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Curtis Cottage
1910

Hayward Cottage
1906

Spreenbury
Fishing Club
1896

The Rutland News
October 24, 1921

142

HAYWARD COTTAGE AT SHREWSBURY POND BURNS

A cottage at Shrewsbury Pond, owned by Mr. and Mrs. F. W. Hayward of South Main Street, this city, was destroyed by fire yesterday, all of the furnishings being lost. The cause of the fire is unknown. The cottage was built by Mr. Hayward 15 years ago.



CURTIS CABIN BUILT IN 1910.

Spring Lake



CORTLANDTVILLE, NY.

STEWART'S GAS STATION AND GARAGE

PIERCE'S CORNER RIGHTLY NAMED HOME OF FAMILY FOR CENTURY

R.D.H. BY MARY GILBERT SMITH. 6-6-31

Pierce's Corner is rightly named for members of the family have lived there since 1835. The farm record goes back even farther than that. Thomas Pierce, the present owner, has all the deeds that have ever gone with the place. The homestead now embraces 150 acres, 100 of which were in the original Dorman grant. This grant was transferred to Joseph Smith, who deeded it to his daughter and her husband, John Bowman I.

From them it passed to John Bowman II, a dashing man who was captain in the militia. He had a training field six rods wide on the farm, and here the men and boys met for June training. His son, John Bowman III, builder of the Cuttingsville mausoleum, was born in the house, then known as Bowman's tavern.

The house was indeed an inn from the time of its erection in 1790. Here, Ethan Allen and a party once lodged. Tradition says that when they were at supper, a member of the party met the hostess' offer of more tea with the statement: "Thank you, we don't care for any more." Whereat Allen arose to his majestic height and struck the speaker in the mouth.

"I allow no man to speak for me!" he cried. "Say 'I don't care for any more', not we!"

This anecdote is noteworthy as, perhaps the only one that testifies to Allen's interest in so mild a beverage as tea.

From John Bowman II the homestead passed to Anson Dyer (father of Horace Dyer,) and from him, in 1824, to Harvey Hawkins of Castleton. Eleven years later it was purchased by Christopher Pierce, grandfather of the present owner.

The Boston and the Troy roads converged at this corner from the time that they were blazed trails or bridlepaths. Here passed the old Indian trails to East Clarendon and North Clarendon and the Crown Point military road. It was an important highway centuries before the days of hard-surfaced roads.

The house was remodeled in 1816. Fortunately most of the changes were made simply with a view to enlarging it. The original hand-hewn posts and beams still stand. In the south hall alone there are three hand-hewn Christian doors, as well as the original doorstep of well-weathered oak.

The antiques are especially interesting since most of them have always been in this house, and all of them are old family pieces. There is a slat-back chair that belonged to the first Pierce to settle in Clarendon and a beautiful mirror which belonged to Ann Pierce, sister of Christopher. She was the mother of Mrs. Kimball, who lived in the other house on the farm, and died recently at the age of 99. The cherry stair rail is all hand-carved. The door at the head of the stairs has long, hand-made hinges of a type rarely seen these days.

The Grandfather clock was found in the corn crib by its present owner. "I brought it in and fixed it up," he said. "Attorney-general John G. Sargent gave me a set of works for it, and it's run well ever since."

There is a cherry swing-leg ta-

ble of exceptional beauty and a handsome bird's-eye maple four-poster, a secretary with wooden knobs that was made for Mr. Pierce's father and his grandfather's mahogany-framed mirror, table and clock. The clock was away from home for sixty years, but the present owner at last retrieved it. When it was set back in its original place the screwholes fitted perfectly and were all ready to receive it.

There are Windsor, Hitchcock and Sheraton chairs as well as Solomon Foote's study chair from the Castleton seminary. But the most noteworthy piece of furniture is the Sheraton secretary with its bonnet top and original brass trimmings.

On the bottom of one of the small inner drawers is the date "1794" in old-fashioned ink. On the bottom of another drawer is a pathetic account of the terrible drought of 1865, ending with the words "the grass crumples under our feet."

There are a number of pieces of American pewter including a large plate and two porringers. There is also a pewter mug which plainly shows how our ideas of values have changed. This mug, discovered in the corn crib by Mr. Pierce, had been used for dipping paint.

A handmade wooden cradle is reminiscent of "Sag Harbor." Not far from it are a handsome Boston rocker with a child's rocking chair to match. There is a whale-oil brass lamp, two old brass and wood match-boxes, three hand-blown green bottles, including a quaint little perfume bottle.

Among the books is one by Increase Mather, and the diary of L. D. Aldrich, brother of Mrs. Pierce's grandfather, who went to California in 1849. Another Aldrich relic is his gold dust bag, containing a large gold nugget.

But perhaps the most interesting of all the relics are those plowed up in the field by Mr. Pierce or dug up in the vicinity of the house when laying pipes. Among them are an Indian stone mortar, a number of arrowheads, an old cannon casting, a soldier's button and a number of Spanish and early American coins. Among the Spanish coins, which date back to 1776 are silver pieces corresponding to our 10c, 25c and 50c pieces. A Canadian coin dates back to 1749. A Liberty penny of 1804 has a hole in it, and was evidently worn as a charm.

By no means all the interest of the place lies in the house. The roadside is lined with lordly maples, which were planted by Christopher Pierce. His grandson is continuing the tradition and has planted young maples in memory of his mother and his brother.

Sam's Good News June 9, 2010 3

Gordon Holden: The last guy to let you down, retires

"Almost 80 years old and after 36 years at Evergreen Cemetery, I have decided to retire as of May 30, 2010. I just want to thank all the people I have made friends with over the years. It has meant a lot to me. Most of all I would like to thank the three workers at Evergreen Cemetery. I hope they will stay on and do the excellent job they have done in the past. Gordon C. Holden, Superintendent."

That's the note Gordon Holden wrote as he sat at his desk recently and reflected on his past including how he got in business right after being discharged from the military. Gordon and his father worked together mowing lawns, doing tree and stump removal, fencing and he even installed swimming pools for the

late Dan Allen. He said, "I was a kid after I got out of the service". In 1963 Gordy Holden went to Middlebury College as the superintendent, in charge of buildings and grounds, while still maintaining his customers' lawns and landscaping needs.

In 1975 Gordy Holden became the superintendent of Evergreen Cemetery on Route 4 in Center Rutland and as of Memorial Weekend this year, he will have cleaned out his desk. Gordy recalled some of the many jobs he had performed over the years including how

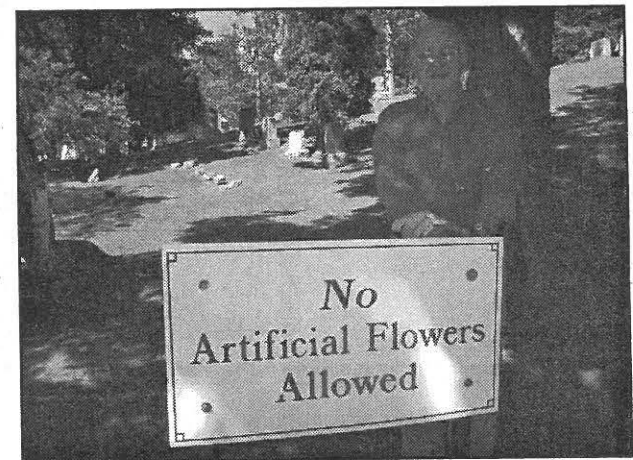
he and his dad had to cut down a massive pine tree that someone had built their house around. "I started on the roof, then into the attic, then to the second floor, the main floor and into the basement cutting the tree one piece at a time from the inside of a cottage in Tinmouth, Vermont."

Today, Gordy's son Shawn Holden has renamed the family business from Holden's Lawn Maintenance to Holden's Memorials and Cemetery Maintenance. Gordy, a native of Wallingford, recently lost his wife Pat

after a long battle with cancer and he has three children, Melissa, Shawn and Erin. He plans to visit Evergreen once in a while and would like to

volunteer at the hospital.

We wish Gordy the best and hope he has many, many years of enjoyable retirement.



SOME RUTLAND AREA EATING PLACES

+1925-

Rutland Soda Spa - 15 Center Street
 The Oriental Restaurant - 15½ Center Street
 Rutland Spagetti House - 141 West Street
 The Tea Shop - 25½ Center Street
 Hotel Elmore - West Street & Edson
 The Chinese Restaurant - 15½ Center Street
 Venetian Gardens Restaurant - 141 West Street
 F. W. Dignans' Restaurant - Evelyn Street

+1960-70-

Kong Chow Restaurant - 48 Center Street
 Rutland Restaurant - 55-57 Merchants' Row
 Lindholms Diner - 2 North Main Street
 Lookers' Diner - 174 South Main Street
 Terminal Restaurant - 124 Merchants Row
 Berwick Old Tavern - 39 Wales Street
 Bill & Mikes Diner - 1 Strong's Avenue
 Bob's Restaurant - 45 Madison Street
 Boves Grill - 197 West Street
 Carousel Grill - 118 Merchants Row
 Casa Bianca Restaurant - 76 Grove Street
 Cedardale Dairy Bar - Pittsford Road N.
 Center Grill - 33 Center Street
 Fairmont Restaurant - 173 South Main Street
 Georges Restaurant - 53 Wales Street
 Howard Johnsons - RT 7 South
 The Ledges - 275 N. Main Street
 Lorraines Coffee Shop - 97 State Street
 Earl & Dicks - RT 4 East-Mendon
 MacFarlanes Snackerama - 223 South Main Street
 Macs' Deluxe Diner - 96 West Street
 Midway Diner - 120 South Main Street
 Nineteenth Green Restaurant - RT 4 West-Center Rutland
 OK Diner Diner - 153 South Main Street
 Palms Grill - 36 Strong's Avenue
 Pettit Restaurant - 64 Merchants Row
 Prouses Restaurant - 22 Center Street
 Ralphs Cafe - 71 Wales Street
 The Raven - 86 Strong's Avenue
 Rondeaus Grill - 13 Evelyn Street
 Swards Dairy Bar - 224 North Main Street
 Starlight Restaurant - 230 South Main Street
 Segales Restaurant - 31 Center Street
 SunSet Restaurant - 239 South Main Street
 Thomas Restaurant - 97B State Street
 Tonys Hiway - 150 West Street
 Valentines Luncheonette - 103 West Street
 Wheeler-Williams - 37 North Main Street
 Zemos Dugout - 95 State Street

+1966-

Bernadinas - 237 South Main Street
 Royals Hearthside Restaurant - 37 North Main Street
 The Carriage Room - 103 West Street
 Charlies Grill - 13 Evelyn Street
 Coach Light - 33 Center Street
 College Diner - 15 Melrose Avenue
 Dels' - 45 Madison Street
 Dic & Rays - RT 4 West - Center Rutland
 Florys Restaurant - RT 4 West - Center Rutland
 Gigis Restaurant - 174 South Main Street
 Hideway - 150 West Street
 Tiki Lounge - 39 Wales Street

+1984-

Back Home Cafe - 21 Center Street
 A&W Root Beer - 250 North Main Street
 Artful Dadger - RT 4 East - Rutland Mall
 SunSet Restaurant - 228 South Main Street
 Village Snack Bar - 389 West Street
 Wendys - 21 North Main Street
 Whirlaways - 10 North Main Street
 Wok Restaurant - 124 Woodstock Avenue
 Burger King Restaurant - 27 North Main Street
 Colonial Restaurant - 107 West Street
 Bonanza Restaurant - RT 4 East - Rutland Mall
 The Dagwood - 40 Center Street
 Friendlys Restaurant - RT 7 South Main
 Garbos - 63-67 Merchants Row
 Holiday Inn - 324 South Main Street
 Inn at Tenny Brook - 209 North Main Street
 K-Mart Restaurant - Rutland Shopping Mall
 Kentucky Fried Chicken - 153 South Main Street
 Korner Pocket - 148 State Street
 Lums - 239 South Main Street
 Maxies Tubs-Subs - 93 State Street
 McDonalds - 186 South Main Street
 Minards Restaurant - 2 North Main St. - 198 Woodstock Avenue
 Murphys Restaurant - 31-33 Center Street
 Office Bar & Grill - 197 West Street
 One Twenty-One West - 121 West Street
 Pops Place - 74 Grove Street
 Ronnies Pennant Pub - 86 Strong's Avenue
 Sals Pizzaria - 148 West Street
 Governors Table 1787 - 49 North Main Street
 Sirloin Saloon - 200 South Main Street
 Shortsleeves Coffee House - 128 Merchants Row
 South Station - 170 South Main Street



LOYALTY DAY PARADE HISTORY INFORMATION

IN THE 1950'S DURING THE COLD WAR, THE COMMUNIST WERE CELEBRATING MAY DAY WITH THEIR LARGE TROOP & MILITARY PARADE IN THE RUSSIA RED SQUARE TO SHOW OFF THEIR POWER AND TRY TO SPREAD THEIR COMMUNIST INFLUENCE IN THE WORLD.

DURING THIS PERIOD THE VETERANS OF FOREIGN WARS OF THE UNITED STATES WANTED TO COUNTER ACT THEIR MAY DAY ACTIVITIES BY PUSHING THRU CONGRESS WITH OUR OWN LOYALTY DAY ON THE FIRST SUNDAY IN MAY. THIS WAS A HARD FOUGHT BATTLE TO GET THRU CONGRESS. IN 1958 IT FINALLY PASSED IN A JOINT RESOLUTION OF THE U.S. CONGRESS AND WAS SIGNED INTO LAW BY THEN PRESIDENT DWIGHT EISENHOWER TO HAVE THE FIRST SUNDAY IN MAY AS LOYALTY DAY.

THROUGH-OUT THE UNITED STATES THIS WOULD BE CELEBRATED IN DIFFERENT WAYS, SUCH AS PICNIC 'S, CHURCH GATHERINGS, COMMUNITY ACTIVITIES AND PARADES. HERE IN RUTLAND, VT. IN 1963 THE VETERANS OF FOREIGN WARS POST 648 WANTED TO DO SOMETHING HERE IN OUR CITY. ALDO MANFREDI, A VETERAN AND THE CITIES CIVIL DEFENSE DIRECTOR, TOOK THE CHAIRMANSHIP ALONG WITH LARRY BOLGIONI FOR THE LOYALTY DAY PARADE, WHICH WAS SMALL WITH TWO OR THREE SECTIONS AT FIRST. AS THE YEARS WENT BY, THE PARADE BECAME THE LARGEST PARADE IN THE STATE OF VERMONT WITH UP TO TWELVE SECTIONS, WITH SEVEN TO EIGHT GROUPS IN EACH SECTION.

WHEN CHAIRMAN MANFREDI PASSED AWAY AFTER SOME THIRTY YEARS AS IT'S CHAIRMAN IT WAS TAKEN OVER AS CHAIRMAN BY KOREAN VETERAN & MEMBER GEORGE F. BATES FOR SIX YEARS WHEN HE THEN RETIRED IN 2000. AT THIS TIME THE CHAIRMAN WAS TAKEN OVER BY VIETNAM VETERAN & MEMBER WALLY PRATT IN 2001-2005. IN 2006, EDWARD WARNER VFW 648 POST COMMANDER WAS THE PARADE CHAIRMAN IN 2007, DAVE CURRIER, VFW POST 648 COMMANDER, WAS THE PARADE CHAIRMAN IN 2008, TOM KEYES VFW POST 648 COMMANDER WAS THE PARADE CHAIRMAN, IN 2009, ED HUME VFW POST 648 COMMANDER WAS THE PARADE CHAIRMAN, HE PASSED AWAY BEFORE THE PARADE. GREG FALLEN VFW POST 648 COMMANDER TOOK OVER FOR ED. 2010-2013 KIP YOUNG & RON FAIRBANKS HAVE BEEN THE PARADE CHAIRMEN. KIP YOUNG HAS BEEN INVOLVED WITH THIS PARADE SINCE THE EARLY 80'S. RON FAIRBANKS HAS BEEN INVOLVED SINCE 2006. KIP YOUNG PASSED AWAY IN 2014. HE WILL BE GREATLY MISSED.

LARRY BOLGIONI PASSED AWAY IN FEBRUARY 2012 AND WAS INVOLVED IN 48 PARADES AND WILL ALWAYS BE REMEMBERED AS WELL AS ALDO MANFREDI.

IN 2014, THE LOYALTY DAY PARADE THAT ALMOST WASN'T, RONNA McPHEE, TOOK OVER AS CHAIR WOMAN WITH ASSISTANT CHAIRMAN SAM GORRUSO, ASSISTANT CHAIR WOMAN DONNA MANFREDI & A GROUP OF OTHER PEOPLE STEPPING UP IN MARCH WITH LITTLE TIME LEFT AND FORMED THE GREAT SPRING EVENT FOR THE CITY. IN 2015 GEORGE BATES WAS PARADE CHAIRMAN. NOW IN 2016 PARADE CHAIRMEN RON FAIRBANKS, WITH ASSISTANT CHAIRMAN SAM GORRUSO AND A COMMITTEE OF OTHERS HAVE STEPPED UP FOR 53RD LOYALTY DAY PARADE SUNDAY MAY 1ST 2016. STEPPING OFF AT 2 PM

WHILE THE THREAT OF COMMUNISM HAS DIMINISHED AND LOYALTY DAY IS NO LONGER RECOGNIZED, THE PEOPLE STILL WANT TO CONTINUE WITH THE LOYALTY DAY PARADE AND TO HONOR THE MILITARY MEN & WOMEN WHO ARE STILL IN HARMS WAY AND OUR PRIDE IN OUR COUNTRY, COMMUNITY, FLAG AND OUR WAY OF LIFE, FREEDOM & LOYALTY

***** OTHER INFORMATION IN REGARDS TO THE PARADE*****

- 1) THIS YEAR PARADE WILL BE IN HONOR OF THE AMERICAN EX-PRISONERS OF WAR
 - 2) WE MUST REMEMBER THE KIND BUSINESSES, FRATERNAL ORGANIZATION, PROFESSIONALS, INDIVIDUALS AND VOLUNTEERS FOR THEIR SUPPORT, WITH OUT THEM THIS PARADE WOULD NOT HAPPEN. WE ALSO THANK THE POLICE DEPT., PUBLIC WORKS DEPT & FIRE DEPT FOR THEIR HELP DURING THE PARADE
 - 3) THE PARADE COMMITTEE START PLANNING THIS PARADE IN EARLY JANUARY. THANKS GOES OUT TO ALL OF YOU
 - 4) ON PARADE DAY, IT TAKES BETWEEN 25 - 30 STAFF PEOPLE TO LINE UP THE PARADE.
 - 5) SAM GORRUSO OUR OWN MASTER OF CEREMONIES AND PEG TV CHANNEL 15 COVER THE PARADE AT THE REVIEWING STAND, PLUS PARADE INFO IN ALL THE LOCAL NEWSPAPERS IN OUR AREA.
- HOPE TO SEE YOU AT THE 53RD LOYALTY DAY PARADE SUNDAY MAY 1ST 2016.

Rutland Daily Herald
December 21, 1928

FIRE TRUCK TO BLAZE WAY OVER DORR BRIDGE FOR AUTOS TODAY

**Celebration This Afternoon Between 2 and 3 O'clock To
Mark Formal Opening of Big Span Over Otter Creek;
Event Will Recall Hectic Days of November, '27.**

Dorr bridge, another landmark that will stand through future years as a remembrance of the flood of November, 1927, will be officially opened this afternoon between 2 and 3 o'clock.

Mayor Arthur W. Perkins, city officials, Chamber of Commerce members and scores of Rutland residents will watch a truck from the Rutland fire department ride across the 205-foot structure, which spans Otter Creek at its widest point.

Not Really Finished.

The new bridge will bring back grim flashes of the past to some of those present, who on the morning of November 4 last year lined the banks of Otter Creek and saw the historic old wooden structure that had withstood the storms of years picked up like a feather and hurled down the flood-swollen stream.

The bridge, one of the oldest of its type in the state, was but one of the many wooden spans of its kind that were swept away by the high waters.

In its wild flight down the creek the bridge carried out the Ripley structure, one-half mile down the stream. That bridge will be completed in about two weeks, Chester E. Smith, engineer in charge of the construction of both bridges, has promised.

There still remains some work to be done on the Dorr bridge. The guard rail on one side has not yet been completed and the approaches have yet to be finished. The structure will be painted in the spring.

Work Begun July 2.

On July 2 the Sanders Engineering company began work on the structure. Two abutments and one pier had to be built. That work took several weeks. The steel work was completed the latter part of November and then cement was poured for the roadway and sidewalks.

Mayor Arthur W. Perkins last night asked as many as possible of the people of Rutland to be present at the opening today to inspect the new bridge.

The exact time of the formal opening has not been set, but it will be between 2 and 3 o'clock.

Rutland Daily Herald
December 22, 1928

MAYOR LEADS AUTO PROCESSION OVER NEWLY OPENED DORR BRIDGE

**Thirty Cars Take Part In
Parade as Bridge Is
'Given' to City.**

Mayor Arthur W. Perkins led an automobile parade across the new Dorr bridge over Otter Creek yesterday afternoon and officially opened the 205-foot steel structure, built to replace the wooden bridge washed away in the flood of last year.

Promptly at 3 o'clock Chester W. Smith, construction engineer, opened the gates leading to the new bridge and the parade, in which were members of all city departments, Chamber of Commerce delegates and Rutland residents, started across the steel span.

In the mayor's car were members of the board of aldermen, including William T. Simonds, Daniel J. Bruten and Charles R. Cheney, and also Commissioner of Public Works Richard F. Royce, Chief of Police Roy H. Leonard and Officers Quincy M. Baker and Burt T. Murphy were next in line.

30 Autos In Line.

Commissioner of Public Safety John C. Fox, Michael H. Sullivan, assistant chief of the fire department, and fire department members followed on Truck No. 1. Representing the Chamber of Commerce were William C. Huntress, president, and Miss Lulu M. Tye, secretary.

Other city officials and Rutland persons followed, making a parade of over 30 automobiles.

Dorr bridge and Ripley bridge, one-half mile down Otter creek, were built at an estimated cost of \$77,441 to the state and city. The city furnished money for a sidewalk built on the north side.

Ripley By January 4.

On June 1 bids were received by the state highway department for the construction of the Dorr and Ripley bridges. The contract was awarded to the Sanders Engineering company of Portland, Me., and Chester Smith of Newburyport, Mass., was hired by the state to act as construction engineer.

Work was started on July 2. The construction of an abutment on the east side was the first job. A pier in the middle and an abutment on the west side were started and early in October the bridge was ready for steel work.

On November 23 all the steel work was laid and riveting commenced. About three weeks later the first cement was poured for the sidewalk and the roadway.

All present at the opening of the new bridge complimented Mr. Smith and Sanders engineering company officials on the construction.

The Ripley bridge, which will be finished in two weeks, is of the same type as the Dorr bridge.

RUTLAND DAILY HERALD, TUESDAY MORNING, JANUARY 1, 1929.

Steel Girders Now Span Otter Creek Where Famous Dorr Bridge Once Stood



In the center view the new Dorr bridge is shown as it appeared the day it was thrown open to traffic. The first automobiles to cross it are shown upper left. Chester W. Smith of Newburyport, Mass., construction engineer who had charge of the job, is shown in the lower right insert.



West Street Cemetery finds Comcast cares

Comcast Cable volunteers recently got together with Tom Giffin from the Cemetery Association, to help him lift and repair some pre-civil war memorial stones that have broken over time. Giffin, Simon Turgeon, William Mills, Russell Shoengarth, Chad Hicks, Phillip Mallon and Jason Mosel were all a part of giving to the community.

Jason Mosel explained, "We help out in the community where we can. We do have a day, the last Saturday of every April, every year, called Comcast Cares Day, where Comcast goes to help out the community but it branches out more than that throughout the year, we like to go out to help the community that we serve. I'm part of an organization within the company which is called Vet net. We help veterans within the company and outside the company within the community. In a lot of these cemeteries you have Civil War or Revolutionary War veterans and we want



Volunteers from Comcast assisted Cemetery Commissioner Tom Giffin in cleaning up local cemetery monuments. Shown here are Giffin, Simon Turgeon, William Mills, Russell Shoengarth, Chad Hicks, Phillip Mallon and Jason Mosel. Sam's Good News photo.

Sam's Good News July 20, 2016

to be able to come here and keep their memories intact by helping out through fixing gravestones or cleaning up brush and things like that."

This is a fully supported program within Comcast Company. "We have one community event day, which goes throughout the entire company, throughout the country on the last Saturday of April but when we find projects like this, where the community needs help with, I always reach out to see what we can do to help," Mosel added.

SOME MAIN STREET STRUCTURES OF OLD RUTLAND EAST PARISH

- 2 SOUTH MAIN ST. John A. Graham built this mansion before 1800 as the official home of the Episcopal Bishop of Vermont. The candidate for the office was never consecrated and the office was established in Burlington. Built with four stories, one of which (probably the top one) blew off. Used as a store for over 150 years - Union Block, Vail Block, Daniels & Bell, Stearns & Pearce, Gershom Cheney, etc. Now known as the Lindholm Block.

*Lindholm
Sports*

MAIN STREET PARK between West St. and Center St. is of special interest because it was in the early days the site of the Court-house, jail, pillory and whipping post, and was known as FEDERAL SQUARE. Here, the hastily-recruited troops drilled in Revolutionary days. Here, in 1791, was staged the all-day celebration when news came of Vermont's admission into the Union. The statue of the Green Mountain Boy, with musket and powder horn, alert on a pinnacle of natural rocks, poised as if watching for attack, and a large boulder with bronze inset bearing the names of the men and women of Rutland who served in World War I, seems to be at home in this park, and somehow seems to be a meaningful type of war memorial.

- 18 SOUTH MAIN ST. Davis House, formerly the Chipman House on the Northeast corner of East Center St. Date of construction and original owner and builder not established yet. Now Berkley Veller & Greene.

Realty

- 24 SOUTH MAIN ST. Gov. John Boardman Page Mansion. "Sycamore Inn" Built by Page when he became governor. Removed the old family homestead to 2 East Washington St.. In 1895 Mary Page housed 24 renters Page handled other's money very successfully (State Treasurer, Treasurer of Howe Scale Co., cashier at Bank of Rutland) but not his own - for he died virtually penniless.

Apartments

- 26 SOUTH MAIN ST. Kilburn house. Lived in for many years by the Rev. Samuel Williams, historian and scholar. This simple frame homestead, white clapboarded, with chimneys abutting the side elevation, has lost some of its characteristic beauty through alteration. The house was originally gambrel-roofed, with a large central chimney. Doctor Williams was the co-founder of the Rutland Herald in 1794. The house was built by Gershom Cheney, a carpenter, joiner and architect, in 1794.

Charles Tuttle

- 27 SOUTH MAIN ST. Solomon Foote home. Possibly built in the 1820's by Daniels brothers - the style is similar to the Bank of Rutland which is known to have been erected by them. It is also called the Pond House. It is a mellow buff painted brick house with gabled facade. The small-paned windows are framed by brick arches painted white, and the wide marble sills accent the design. Solomon Foote was the President of the monster Whig Convention of 1840, later Congressman, and President of the Senate during the 36th and 37th Congresses. He was an Associate and advisor of President Lincoln and outstanding among the great Senators.

*Senator
Robert Stafford*

- 43-45 SOUTH MAIN ST. House of the 1880's with rough stone foundation salvaged from the old stone jail which was located just Westerly.

apartments

- 61 SOUTH MAIN ST. Chipman, Strong or Morse House. First house built on the Strong Lot which embraced all the land between Main St., Washington St., Wales St. & Madison Avenue. Said to have been designed by an itinerant architect. On the corner of Main St and Madison, and was the home of Moses Strong, one of the great landholders of early Rutland. The large square house, painted white and set in spacious grounds, surmounted by a Captain's walk, still retains the

apartments

[Signature]

charm of the Georgian style, although the classic simplicity of the entrance and the delicacy of the cornices have been destroyed somewhat by the addition of a veranda. It was also the home for many years of the Morse family.

- 76 SOUTH MAIN ST. Eleazer Wheelock tavern. Wheelock was also a stage driver In the early 19th century. Josiah Huntoon was next to run the tavern to be known as Huntoon's tavern. More rooms must have been needed because he added a third floor to the house. Later on a porch was added to the existing building by Brock and it became know as the Brock House for most of its latter life.

- 37 NORTH MAIN ST. Christopher Crafts House. In 1795 Crafts bought a vacant lot from Elias Buell. A deed of 1805 mentions a house, thus the date of the house is between 1795 and 1805. Many additions and alterations occurred during the many years following. Crafts ran a store south of the Court House.

- 43 NORTH MAIN ST. Daniel P. Bell house. Possibly built by Luther & George Daniels who built the Bank of Rutland. Recessed arches over windows, fanlight over balanced windows. Porch was a later addition.

- 44 NORTH MAIN ST. Gov. Israel Smith house. Considerably modified and added to. The deed of 1810 mentions a house on the site. After Smith's death in 1810 this house and lot was divided into 12 parts to satisfy judgement against his estate. Smith was the first of 12 governors to have lived in Rutland Town while serving as governor.

- 49 NORTH MAIN ST. Gov. Charles K. Williams, son of Rev. Samuel Williams. House was built in 1787. Cellar and foundation of brick. Rafters are unpeeled popple logs. Porches and bay windows were added in later years.

- 58 NORTH MAIN ST. John Boardman Page. House built in 1848 on two and a half acres sold by Robert Temple's widow. Temple was the first president of the Bank of Rutland and Page was assistant cashier. The house is Grecian in its treatment of porch with fluted pillars and recessed entry. The gabled dormers are Gothic, a very modern style at the time. This is the first of four houses for which Page was responsible for.

- 64 NORTH MAIN ST. Robert Temple house. E. L. Temple, a grandson of the builder, says the house was built in 1805. It was of the Federal style with many Grecian touches. It is a dignified, white-painted brick structure, backed by terraced gardens and topped with huge chimneys. It was known as "Windyleg" and was the home of several generations of the Temple family, and is in a fine state of preservation.

- 145 NORTH MAIN ST. Site of the 1st Congregational Church and burial grounds located in the Old East Parish.

- 1 AIKEN PLACE Aiken House. At the end of an elm-shaded avenue stands the former 1st Congregational Church Parsonage, built in 1849. A plain white wooden frame house with rambling ells, it retains the old brick oven, transom doors, and other interesting details of the period.

- 86 CENTER ST. Bank of Rutland. Built in 1861 as temporary offices of Rutland's first bank. Also has been used as a home, Congregational Church Community House and later as the recreation center of Rutland. It was not a building of grace and style but seemed very heavy and ponderous.

- 101 CENTER ST. The Bank of Rutland. Built in 1825, home of 1st bank in Rutland, as 1st home of Rutland Savings Bank, as a barn in 2nd half of 19th century, then the Seventh Day Adventist Church for 70 years and served as home for the first Rutland Historical Society. It was another building to the credit of Luther and George Daniels construction.

- 105 CENTER ST. Cephas Smith or William Fay house. Smith was probably the first owner but Fay the most celebrated owner. The Rutland Herald was printed in a wing or ell of the building which extended southerly across what is now Center St. The Bank of Rutland building sits on part of the garden of this home.

parking lot

*Royal's
Hearthside*

parking lot

*Aldous
Funeral Home*

*Grovers
Table*

*Dental
offices*

Lawyers

Mae's

apartments

Lawyers

Antiques

Insurance

- 10 COURT ST. Federal Court House. Designed by Ammi B. Young in Italianate style with extensive use of cast iron, then a new development in building. The building was completed in 1854 and became the home of Rutland Free Library in 1931.
- 23 COURT ST. Newton Kellogg. Built by Gov. John B. Page, the fourth house which he can add to his record. It is of the Italianate style and well preserved. It was the parsonage of the Congregational Church for many years.
- 2 WASHINGTON ST. c. 1855. Josiah Huntoon, owner of the tavern. Bracketed Italianate style with assymetrical features. Best example of this style in town. A few minor alterations. Adjoining this home to the west was a three story brick town hall with a post office, town offices, Billings grocery store, J.J.R. Randall's architect offices and a dry goods store, said to be the largest in the state. Also a Masonic Hall was located in this building. It has L-shaped main block with an entrance tower at the intersection of the two wings - the entrance has patteredened, leaded glass in the sidelights and transom, and a small front porch with fluted Corinthian columns.
- 16 WASHINGTON ST. George A. Tuttle. Steam presses of the Rutland Herald were in a large frame building to the East of of Morse Place.
- 17 WASHINGTON ST. George E. Lawrence home, built about 1870 by Mark Richardson. It was very plain but had a striking Mansard style - three bays wide, two rooms deep. The center porch had a crosseted surround, lead transom, and bracketed porch and wooden quoins at corners of the building.
- 26 WASHINGTON ST. C. 1860, the Cook house. Is Italian palazzo-style house with deep overhanging eaves with large paired brackets set into a wide brick fascia - it was built by E.F. Cook, owner of the Bardwell House - the rear ell is said to be an earlier house on the site, owned by George W. Strong and built in 1850.
- 36 WASHINGTON ST. Gov. John A. Mead home, built in 1864 by Dr. David E. Paige who survived but one year following. Very ornate with many mixtures of styles, which included - Colonial, Italian, Classic Greek and a French turret. Mead was one of 12 governors of the state who came from Rutland.
- 2 EAST WASHINGTON ST. c. 1810 and known as the William Page, Jr. house. He came to Rutland in 1805 after helping his father build the first canal in the United States, at Bellows Falls. He moved into this house when it was located at 24 South Main St. Although governor Page didn't build this house, he was responsible for it being moved to this location.
- 26 WEST ST. Ambrose L. Brown. Brown was a nephew of William Jenkins and left this house in 1819 to live in the Jenkins (or Ross) house at the Northeast corner of Nichols St. and West St. He was one of Rutland's most versatile men - lawyer, papermaker, bookseller, town clerk, deacon, judge of probate, editor of Rutland Herald and a surveyor of the Rutland Railroad. He was often called "General."
- 27 WEST ST. Robert Pierpoint, Research not complete - was Lt. Governor in 1848.
- 32 WEST ST. C.L.Long, Research not complete - was a carriagemaker.
- 38 WEST ST. Oscar Brown - Cape Cod style house, Gothic wall dormer, sidelights, entry entablature - was built and additions were made at later dates. Original part dates to c. 1785 and additions c. 1845.

*Library**Lawyers**Clifford
Funeral Home**apartments**apartments**apartments**realty**lawyers**parking
lot**realty*